

FLORIDA STATE LIBRARY

SECOND  
BIENNIAL REPORT  
OF THE  
STATE  
ROAD DEPARTMENT  
OF THE  
STATE OF FLORIDA  
FOR THE PERIOD BEGINNING  
OCTOBER 1, 1916  
AND ENDING  
SEPTEMBER 30, 1918

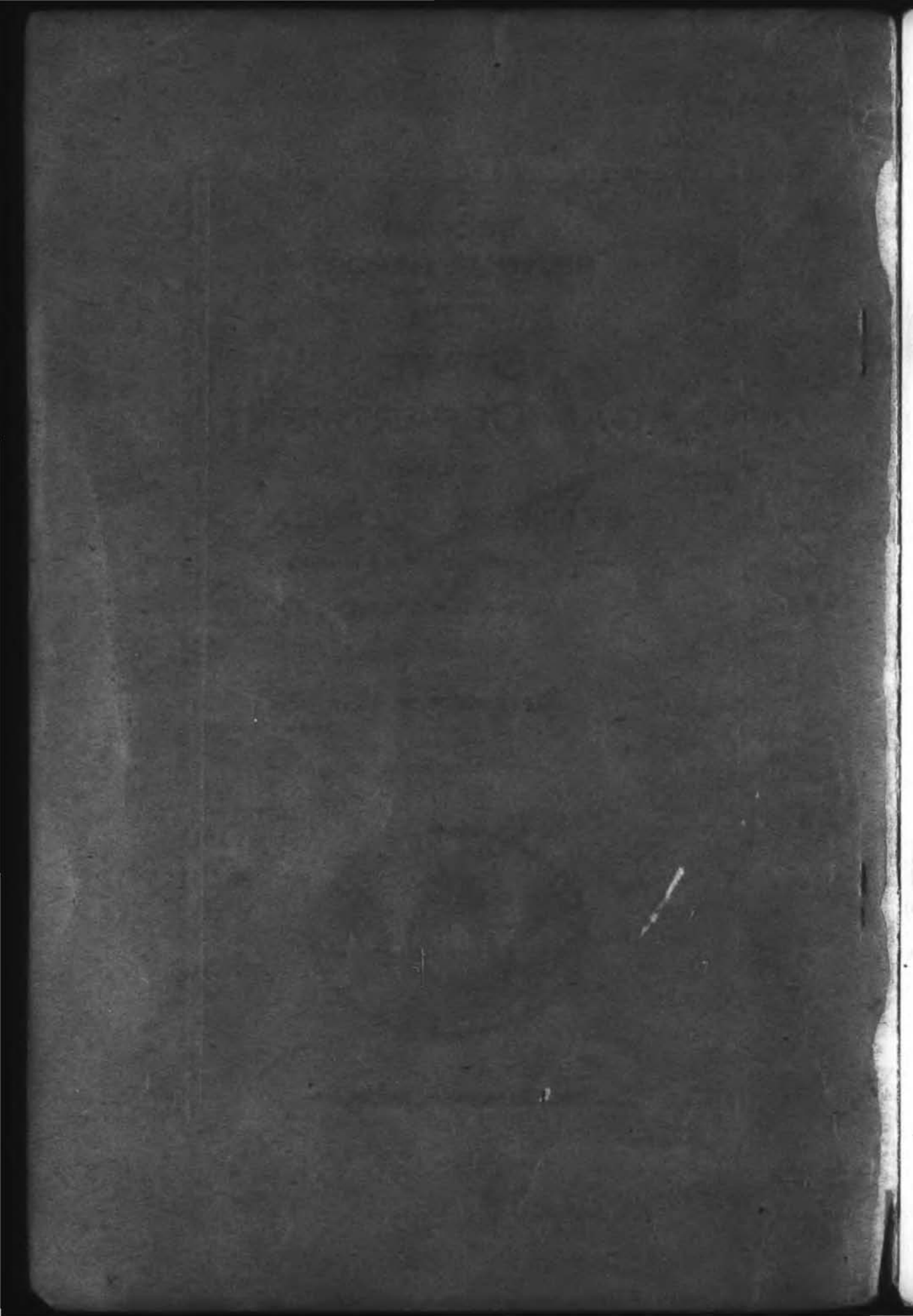


TALLAHASSEE, FLORIDA

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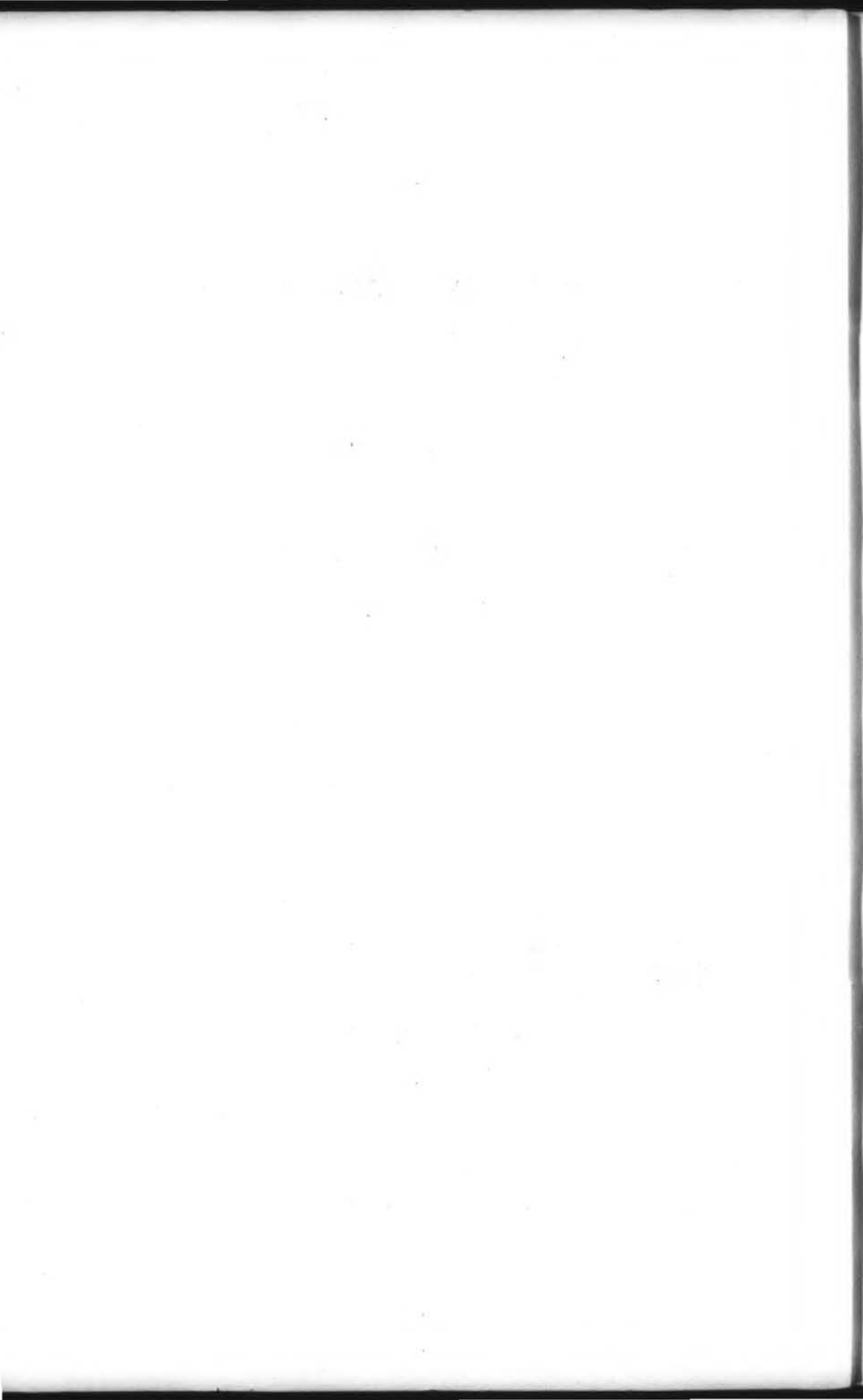


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# STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA

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## MEMBERS.

Ed Scott, Chairman, 1st Congressional District...Arcadia  
M. M. Smith, Vice-Chm'n., 4th Con'g'l Dis'c't....Orlando  
J. D. Smith, Sec'y., 3rd Congressional Dis'c't...Marianna  
J. E. Gilbert, Vice-Sec'y, State-at-Large.....Jacksonville  
W. J. Hillman, 2nd Congressional District.....Live Oak  
\*F. O. Miller, State-at-Large.....Jacksonville

\*Appointed for two years from October 1, 1915, term expired and J. E. Gilbert appointed October 1, 1917, for four years.

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## *State Road Commissioner.*

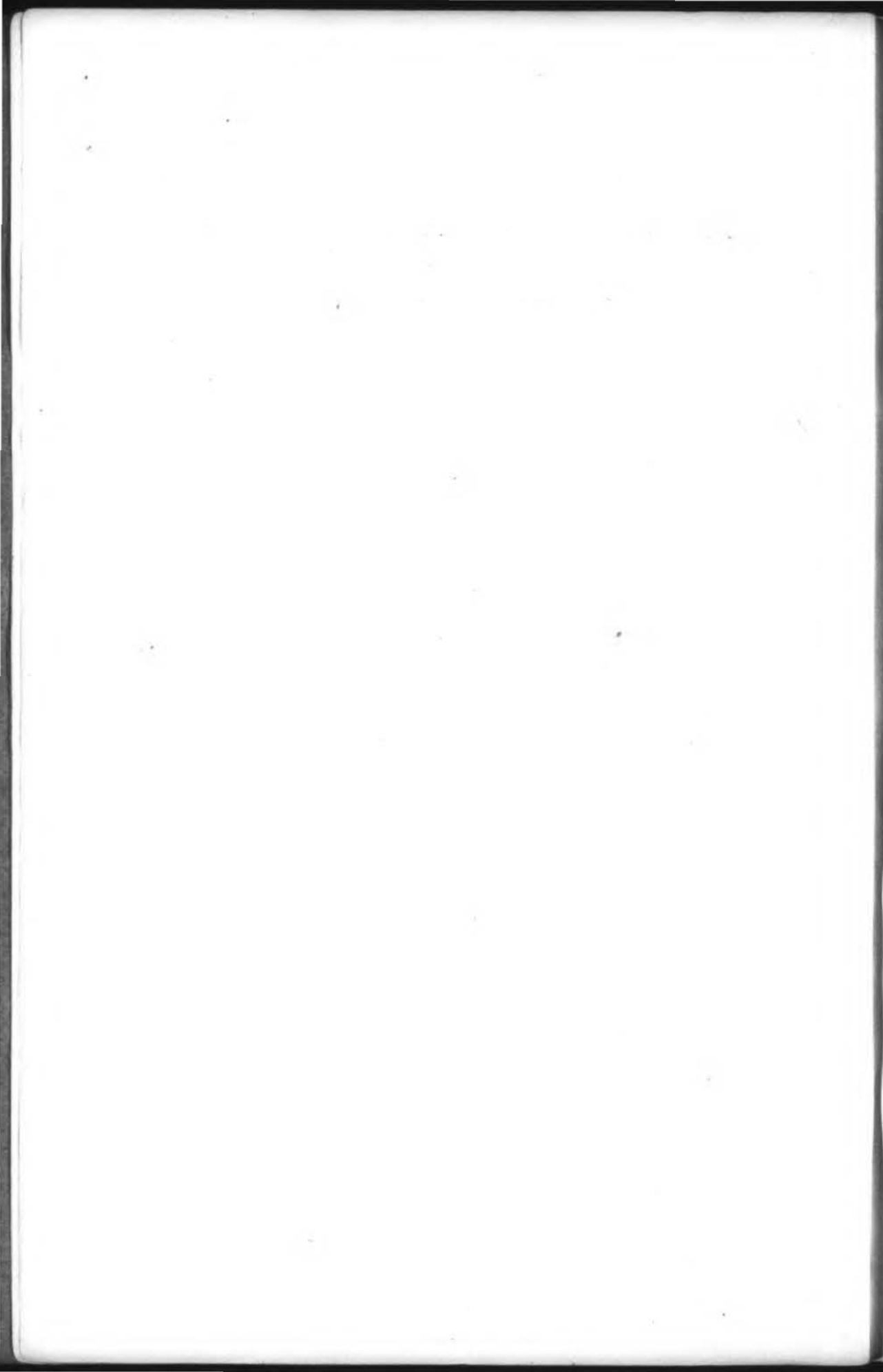
Wm. F. Cocke.....Tallahassee

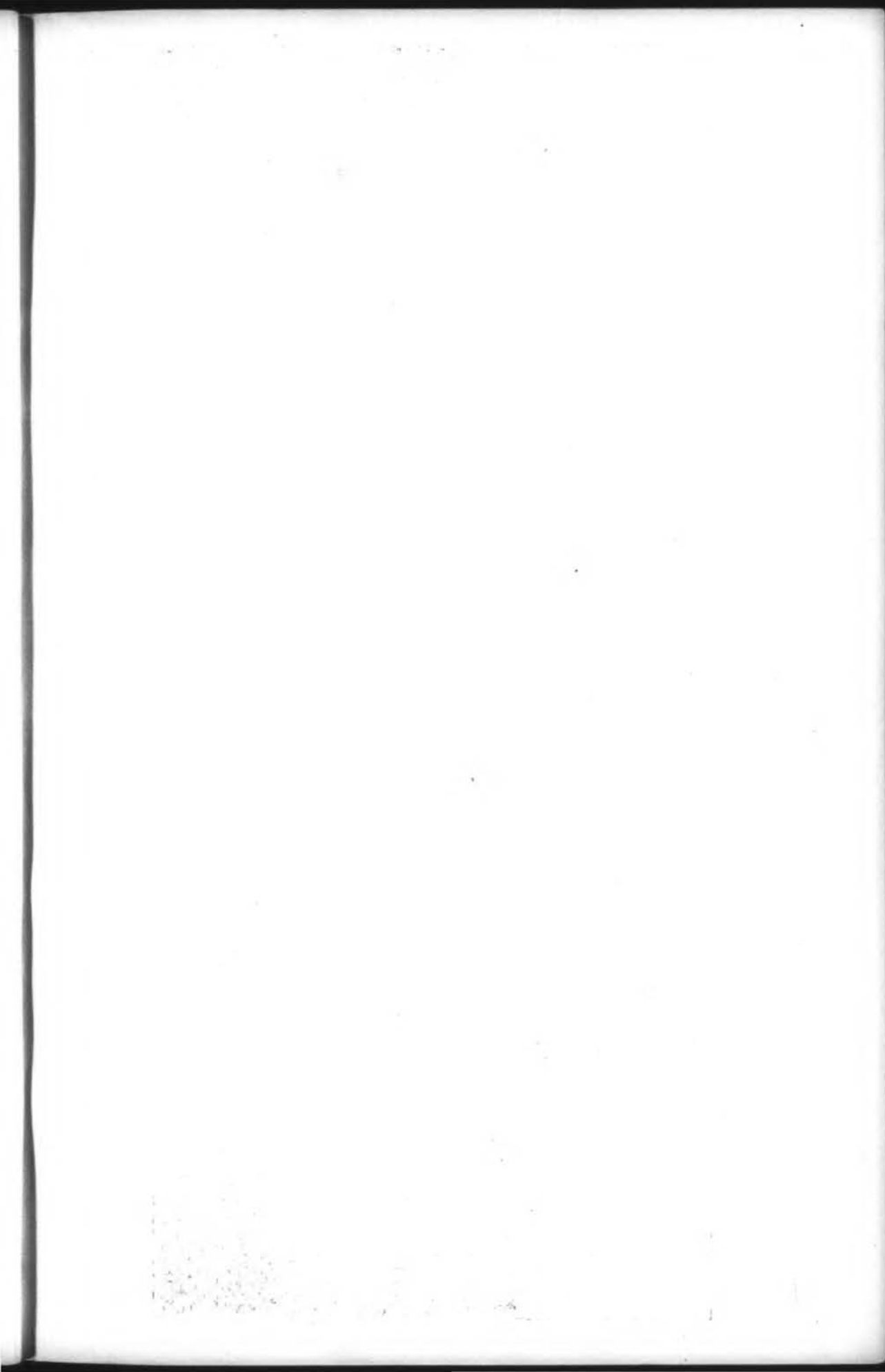
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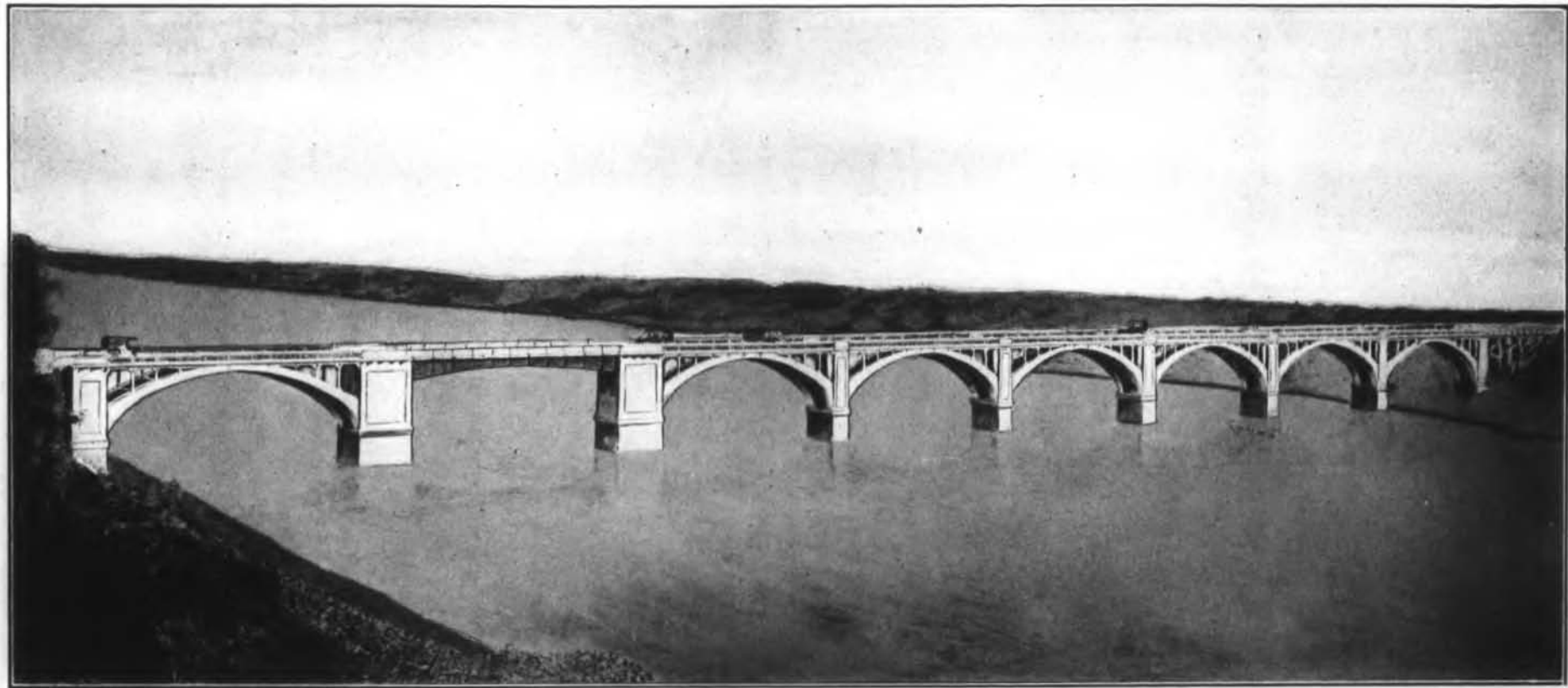
## *Employees of the Department (September 30, 1918)*

J. P. Clarkson.....Chief Clerk  
Elizabeth V. Herring.....Bookkeeper  
James Austin Mortland.....Bridge Engineer  
J. L. Cresap...Superintendent State Convict Road Force  
Gail L. Barnard.....Assistant Engineer  
Geo. K. Armes.....Assistant Engineer  
A. B. Herndon.....Assistant Engineer  
W. A. Sanders.....Assistant Engineer  
\*Harvey A. Hall.....Testing Engineer

\*Entered U. S. Army service May, 1917. Now 1st Lieut. 113th Engineers, with American Expeditionary Force in France.







CONCRETE BRIDGE ACROSS APALACHICOLA RIVER NEAR CHATTAHOOCHEE.

Designed by James Austin Mortland, Bridge Engineer State Road Department—800 feet in length, 16-foot roadway—Bascule Lift Span over Channel.

# STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA

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Tallahassee, Fla., January 25, 1919.

Honorable Sidney J. Catts,  
Governor of Florida,  
Tallahassee, Florida.

Sir:

I have the honor to submit herewith the second report, of the State Road Department of the State of Florida to the Governor of Florida, since the organization of this Department, said report covering the biennial period from October 1st, 1916 to September 30th, 1918.

This report, as required by the provisions of the Act creating the State Road Department, covers the operations of the Department for the two years preceeding and is accompanied, as required by law, by the recommendations of the Department as to amendments of existing laws and new legislation needed in order to facilitate highway construction and conserve the roads and bridges throughout the State upon which millions of dollars have been expended by the several Counties. These legislative recommendations, which are attached as an appendix to this report, are in the form of resolutions adopted by the Department following a thorough investigation and mature consideration, and I sincerely trust that the same will meet with the approval of Your Excellency and will be recommended for enactment into laws at the next session of the Legislature of Florida.

While the accompanying report of the State Road Com,

missioner gives a complete and comprehensive summary of the finances and the work accomplished throughout the State, as well as a resume of conditions leading up to the time the Department was given authority and a limited amount of funds to carry out improvements authorized, I desire to briefly outline the manner in which the members of the Department have, without compensation for their time or services, shown their public spirit and devotion to the duties imposed upon them by law.

There has been but one change in the personnel of the membership of the Department since its organization in October, 1915. The law provided that one member should be appointed for a period of one year; one for a period of two years; one for a period of three years and two for a period of four years each. Honorable M. M. Smith, of Orlando, Fla., was appointed for the one year period and upon expiration of his term was reappointed for a full term of four years; Honorable F. O. Miller, of Jacksonville, Fla., was appointed for the two year period and upon the expiration of his term declined reappointment, whereupon Honorable J. E. Gilbert, of Jacksonville, was appointed for a full term of four years; Honorable J. D. Smith, of Marianna, Fla., was appointed for the three year period and upon expiration of his term was reappointed for a full term of four years. For the four year period, which will end with the fiscal year September 30th, 1919, Honorable W. J. Hillman, of Live Oak, and the undersigned, of Arcadia, Fla., were appointed and have served to the best of their ability. Personally, and as Chairman of this Department since its organization meeting, I desire to express my sincere appreciation of the manner in which each member of the Department has given freely of his time and services in carrying out the work of the Department, which all have constantly endeavored to be for the best interest of the State as a whole. I am satisfied that if the recommendations herewith transmitted are enacted into laws that the State

Road Department of Florida will become a branch of the State Government which will be recognized and acknowledged as a power for the development and upbuilding of the State.

During the two years covered by this report regular meetings, as provided by law, have been held twice each year at the State Capital, and adjourned and called meetings have been held nearly every month either in Tallahassee or other places. At several of these meetings State and County Officials have, upon invitation of the Department, attended and expressed their views concerning the needs of their respective Counties and communities for assistance from the State Road Department. As a rule, a fine spirit of cooperation has been displayed and the Department has entered upon a program of cooperative improvements which will result in greatly extending the State and County systems of improved roads and bridges.

The report of the State Road Commissioner shows how the work has progressed under the Federal Aid Road Act and the funds provided by the 1917 Legislature to meet the Federal appropriation for the years 1918 and 1919. In this connection I desire to state that the comprehensive program of this Department and its adaptability to National Road Building has been favorably mentioned by the Bureau of Public Roads, U. S. Department of Agriculture.

I would call Your Excellency's special attention to the fact that under the law enacted in 1917, authorizing the use of convict labor upon the roads within the jurisdiction of this Department, the work laid out has been curtailed by reason of lack of convicts. Although 300 convicts were assigned to the State Road Department by the Legislature the number actually delivered by the Board of State Institutions has not averaged more than one-half that number.

During the months of February and March, 1918, all

of the members of the State Road Department, with the State Road Commissioner, made an inspection trip over Roads Nos. 1, 2, 3 and 4 of the State Road System of Florida, these trips extending from Pensacola to Jacksonville, over Road No. 1; from Lake City to Fort Myers, over Road No. 2; from Orlando to Jacksonville, over Road No. 3, and from Jacksonville to Miami, over Road No. 4. Trips were also made by members of the Department across the State from Arcadia to Miami via Moore Haven and Okeechobee City, and over numerous other roads. We are convinced that the personal knowledge of actual conditions thus acquired will be of great value in aiding us to work out a more comprehensive system of roads for the State.

From close observation and study of conditions I find that among the facts which most impress the members of the Department, are the following:

1st. The advisability of putting all of the State prisoners upon road building of a State-wide character, as there is lack of economy and efficiency in small convict units. We are firmly convinced that there is no reason for leasing convicts for their support, or using them on a farm in competition with the farmers of the State when the amount of funds their labor represents, several times over, is now being paid out for road work with hired help by the tax payers of the State. We believe that the profit under such expensive work should be saved to the State and that in better roads this retained profit would benefit every taxpayer.

2nd. The necessity of a State Constitutional Amendment permitting the State to issue State Bonds for road improvement purposes, said amendment specifically providing proper restrictions to prevent extravagance or expenditures on unwise projects.

3rd. The necessity for the enactment of a law for better traffic regulation, so as to encourage motor trans-



port of crops and supplies, upon lines least destructive to the roads.

4th. The necessity for the enactment by the Congress of the United States of a law providing that Federal funds appropriated for road improvement shall be used for the purpose of coordinating the trunk road systems of the various states, instead of allowing the use of such funds for purely local purposes.

As Your Excellency is aware, war conditions, with resultant prohibitions and limitations, have greatly curtailed the carrying out of the plans of this Department for road improvement during the period covered by this report, but through the efficient and conscientious efforts of our State Road Commissioner and his splendid organization in working out Federal Aid and State Aid projects with the various Counties of the State, without friction and in entire cooperation, many gaps in our trunk line roads have been, by temporary improvement, made passable even during the war period which occasioned a great shortage of labor.

Respectfully submitted,

ED SCOTT,

Chairman, State Road Department.

## COMMISSIONER'S REPORT.

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### STATE ROAD DEPARTMENT.

#### STATE OF FLORIDA.

Tallahassee, Florida, November 15th, 1918.

Hon. Chairman and Members,  
State Road Department,  
Tallahassee, Florida.

Gentlemen :

I have the honor to submit to you my report as State Road Commissioner covering the work of the Department during the two year period from October 1st, 1916 to September 30th, 1918.

During the period covered by this report the State Road Department has been transformed from a purely advisory capacity into an active road building agency: and while the funds provided by the Legislature of 1917 for actual construction are in themselves too limited to permit of a comprehensive plan of work, yet when met by the Federal aid, and in many instances County funds, quite a considerable amount of work will be accomplished.

Although the members of the State Road Department are thoroughly familiar with its status, both prior and subsequent to the Legislature of 1917, a brief synopsis of same will not be out of place at this point.

As established by the Legislature of 1915, this Department was, with one exception, purely advisory in its capacity, its only authority being to require that the several Counties file quarterly reports relative to their road work. The only fund provided for the work of the Department was derived from fifteen per cent of the County license fees paid on motor vehicles, which, according to the law, was to be applied only to the payment of

salaries and other overhead expenses in connection with its advisory capacity.

Realizing that the limited scope of the Department, as originally organized, did not justify its existence, and furthermore did not meet the requirements of the Federal Government under the interpretation of the Federal aid road act, the Legislature of 1917 amended the law creating it, so as to enlarge its powers and to authorize a system of State and State aid roads to be constructed and maintained under its supervision. The funds provided to carry on this work are a one-half mill State tax levy to meet the Federal aid, and a State maintenance fund derived from a State motor vehicle license. Three hundred State convicts were also set aside for the work of the Department, but only about one-half that number have been made available. As none of the funds thus provided became available until January 1st, 1918, it will be noted that during the two years covered by this report the work of the Department was for fifteen months purely advisory, while the period of actual highway construction and maintenance extended over only nine months.

Briefly summarized the work of the Department from October 1st, 1916, to September 30th, 1918, was as follows:

Seventy-three investigations and reports made upon special request of Boards of County Commissioners; sixty-six road surveys with plans, specifications and approximate estimates, totaling 803.7 miles; surveys and plans for twelve bridges; seventeen construction projects under way, totaling 136.5 miles; seventeen sections of road being maintained, totaling 308.4 miles, and five convict camps established.

A highway map of the State has also been prepared and 2,500 copies of same distributed, free of charge.

The laboratory of the Department, at Gainesville, has

tested many thousands of samples of road and bridge building materials.

The accompanying tables show the receipts and disbursements of the several funds and also the extent of the work undertaken as above referred to, as follows:

Table I. "Total Receipts and Disbursements, Recapitulation."

Table II. "Receipts and Disbursements, Motor Vehicle License-Maintenance Fund," being fifteen percent of motor vehicle licenses set aside for the overhead expenses of the Department. See Sec. 27, Chap. 7275, Acts 1917.

Table III. "Receipts and Disbursements, Motor vehicle License-County Road Fund," being eighty-five per cent of motor vehicle licenses set aside for the maintenance of State and State aid roads. See Sec. 27, Chap. 7275 Acts 1917.

Table IV. "Receipts and Disbursements, State Road Fund," being the proceeds from the one-half mill state levy to meet Federal aid, etc.

Table V. "Receipts, Federal Aid Fund," being the reimbursements received from the Federal Government on Federal aid projects.

Table VI. "Distribution of Balances on Hand."

Table VII. "Surveys" and "Plans" and cost of same to State.

Table VIII. "Construction Under Supervision of State" and giving distribution of funds expended on same.

Table IX. "Maintenance Under Supervision of State" and giving distribution of funds expended on same.

Table X. "State Convict Road Force, Time Report of Convict Forces."

Table XI. "State Convict Road Force, Cost of Equipping and Maintaining Convict Camps."

*Financial.* As previously stated no funds were available for work other than what has been termed "advi-

sory," prior to January first 1918; however great economy had been exercised in the handling of the overhead fund and that date found a balance on hand of \$15,959.37. The Legislature of 1917 having provided that the Department should be furnished with certain State convicts, but making no appropriation for their support, this balance was largely expended in equipment and supplies for the five camps thus established.

Federal aid has been provided in certain Counties upon condition that the Counties themselves refund to the State Road Department a specified amount of the State fund used to meet the Federal aid as required by the Federal aid road act. These refunds have been used to maintain the State convict camps for which no appropriation had been made, and also to assist certain worthy projects which were not eligible for the Federal aid. All such refunds have been deposited with the State Treasurer and paid out by him upon duly approved warrants of the Comptroller, except the sum of \$1,000.00, which was placed in bank as a contingent fund to be drawn upon for emergency expenses, such as freight bills, transportation of convicts, etc. This contingent fund is reimbursed at the end of each month by duly approved vouchers and in this manner is maintained at the fixed amount above stated.

In November 1917, Mr. John A. Hall, Certified Accountant, of Jacksonville, Fla., made an audit of the books of the Department and also worked up the accounting system now in use. The books were audited by the State Auditor in March 1918 covering the period from October 1, 1915, to December 31st, 1917, and in October, 1918, were again audited by Mr. W. O. Ames, Certified Accountant, covering the period from January 1, to September 30, 1918. Attached hereto is the certificate of correctness from Mr. W. O. Ames.

*Construction.* As previously stated, no State funds

were available for construction prior to January first, 1918. It was expected that a number of construction projects would be started shortly after that date but war conditions, such as scarcity of labor and embargoes on materials and transportation, practically precluded any work except where local materials could be used. These conditions had already forced a number of contractors to take up other lines of work and only a few scattered bids were received on such work as was advertised. As the Department owned no equipment and no funds were available for the purchase of same, there was no alternative but to postpone a large number of these projects. Had not a limited number of convicts been available for the State Convict Road Force, it is safe to say that almost no work at all could have been undertaken.

Although exceedingly anxious to proceed with construction at as many points as possible, the Department refrained from bidding against the farmers for the available labor, and in no case knowingly raised the price of labor with a view to enticing it away from the farms.

Table VIII gives the details of the several pieces of work now under construction.

*Maintenance.* The first State motor vehicle license was collected in January, 1918. The maintenance fund created from these licenses is being generally applied to such sections of through roads as are susceptible of economical maintenance. When the through roads selected are not in shape to be economically maintained, or where there are short sections of these roads yet unimproved, this fund is being used for construction, as is provided for in the law.

Lack of equipment and scarcity of labor have, in many cases, hindered the satisfactory handling of this work, but as the needed equipment is procured and labor becomes more plentiful, it is expected to bring the mainte-

nance work of the Department up to a high degree of efficiency.

Table IX gives the details of the maintenance work now being done by the Department.

*Convict Labor.* As previously referred to, the Legislature of 1917, provided that the State Road Department should be furnished with not more than three hundred State prisoners, to be used on road work done under its supervision. These prisoners were to be taken from such as were not, under the terms of the convict lease law, subject to the lease and were to be furnished as available.

The total number of prisoners furnished to the Department, under this act, is at the present time (September 30th, 1918) one hundred and sixty. These are divided into five camps located as follows:

Camp No. 1, November 12th, 1917, to July 23rd, 1918, Perry-Mayo road, Taylor County. From July 23rd, 1918 to September 30th, 1918, Bristol-Hosford road, Liberty County.

Camp No. 2, March 12th, 1918 to September 30th, 1918, Jacksonville-Waycross road, Nassau County.

Camp No. 3, April 1st, 1918 to September 30th, 1918, Jacksonville-Pensacola road, Okaloosa County.

Camp No. 4, May 18th, 1918 to September 30th, 1918, Arcadia-Camp Dorr road, DeSoto County.

Camp No. 5, June 9th, 1918 to September 14th, 1918, Jacksonville-Pensacola road, Duval County. From September 14th, 1918 to September 30th, 1918, Arcadia-Camp Carlstrom road, DeSoto County.

For the details covering scope of work performed by this convict labor, cost of maintaining etc., please see Tables VIII, X, and XI.

Three of the camps are composed of white men exclusively, one of colored men exclusively and one camp is mixed white and colored.



All of the prisoners, except those in Camp No. 5 are housed in portable steel cages. This method of housing has many objectionable features and our Superintendent of Convict Labor, Mr. J. L. Cresap, has spent much time in trying to design some type of knock-down building which can be taken down and moved at reasonable cost, and at the same time be strong enough to safely confine the worst class of prisoners. The result of his efforts is a frame building, capable of housing comfortably forty men. So far this building has proven satisfactory, but until same has been taken down, moved and re-erected I am not prepared to pronounce it an unqualified success. A cut of this building is shown in this report.

Had it been known beforehand that the available prisoners would be so limited in number, it is probable that not over four camps would have been established, but it was expected that the maximum of three hundred would be available by the end of the fiscal year (September 30th, 1918), however, one hundred and seventy-five was the greatest number available at any one time. The result has been that the available convict labor has been worked by this Department in units too small for economical maintenance.

However, even under these unfavorable conditions, an analysis of Tables VIII, X, and XI will show that, when valued at current prices for free labor, this convict labor paid the State a greater net profit per man than those leased to private contractors by the Board of Commissioners of State Institutions, and at the same time the convicts worked on the roads by the State Road Department created for the State an asset, in the form of improved roads, which it would be hard to estimate.

In view of the great scarcity of labor and the improved conditions under which the prisoners will be permitted to live if employed on strictly State work, it is hoped that the next Legislature may see fit to place all able-bodied





Mess Sheds in Camp of State Convict Road Force.



Knock-down Type of Bunk House for Convict Labor.

All of the prisoners, except those in Camp No. 5 are housed in portable steel cages. This method of housing has many objectionable features and our Superintendent of Convict Labor, Mr. J. L. Cresap, has spent much time in trying to design some type of knock-down building which can be taken down and moved at reasonable cost, and at the same time be strong enough to safely confine the worst class of prisoners. The result of his efforts is a frame building, capable of housing comfortably forty men. So far this building has proven satisfactory, but until same has been taken down, moved and re-erected I am not prepared to pronounce it an unqualified success. A cut of this building is shown in this report.

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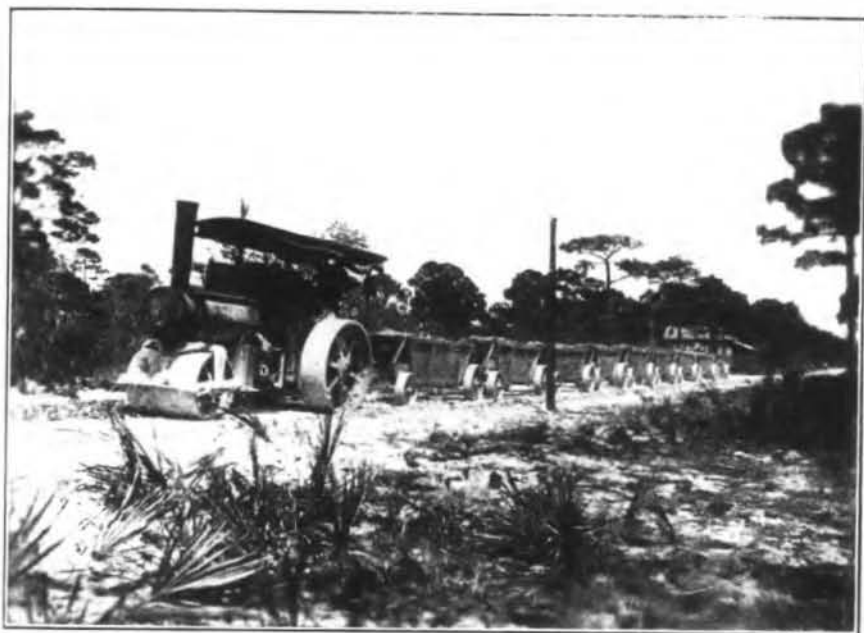
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Sand-clay Road built with Convict Labor under Supervision of  
Department Foreman.



Sand-clay Road built by Contract with Convict Labor furnished by  
Department.



Hauling Shell for Construction Work.



Shell Road Completed—Surface 16 ft., grade 18 ft. in width.



Sand-marl Surface on Relocation Work.



Present means of crossing Apalachicola River at site of Bridge under construction. (See Frontispiece.)

State prisoners at the disposal of this Department, to be used in connecting up the highway system of the State.

The brief summary of the status of work under way and proposed work in each of the several Counties herewith attached may be considered as explanatory of and supplementary to Tables VIII, IX, X and XI.

In closing, I would state that the past nine months have been the most unfavorable period in many years in which to establish a low cost record or a high standard of efficiency and, consequently, the results obtained by the efforts of the Department are far from what is desired. Any small measure of success that has been attained under these trying conditions is to a large extent due to the cordial co-operation and assistance received from the Counties and the localities where such work was carried on.

Respectfully submitted,

WM. F. COCKE,  
State Road Commissioner.

# STATE ROAD DEPARTMENT.

## FINANCIAL STATEMENT.

### GROSS RECEIPTS AND DISBURSEMENTS.

Table 1.

#### RECEIPTS.

1916.		
Oct. 1	Balance to credit of State Road Department .....	\$ 6,216.89
	Deposited by County Tax Collectors as 15% of County Licenses on Motor Vehicles to December 31, 1917 .....	39,382.53
	Refund by Counties as reimbursement for Engineering Expenses..	286.20
	Deposited by State Comptroller to credit of Motor Vehicle License-Maintenance Fund from Jan. 1 to Sept. 30, 1918 .....	39,000.00
	Deposited by State Comptroller to credit of Motor Vehicle License-County Road Fund .....	221,000.00
	Deposited by County Tax Collectors to credit of State Road Tax Fund (derived from $\frac{1}{2}$ Mill State Levy) .....	142,712.87
	Deposited by U. S. Dept. Agr., to credit of Federal Aid Road Fund.	5,776.25
	Refund from Counties on account of disbursements for Road Construction .....	6,915.16
	Refund from State Comptroller for cash advanced .....	1,071.12
	Total receipts .....	\$462,361.02

1916.

#### DISBURSEMENTS.

Oct. 1	Motor Vehicle License, Maintenance Fund .....	79,745.70
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	Motor Vehicle License, County	
	Road Fund .....	70,415.74
	State Road Tax Fund .....	19,420.66
	Federal Aid Road Fund.....	00,000.00
		<hr/>
1918	Total Disbursements .....	\$169,582.10
		<hr/>
Sept. 30	Balance to credit of State Road	
	Department .....	\$292,778.92



## STATE ROAD DEPARTMENT.

## FINANCIAL STATEMENT.

## MOTOR VEHICLE LICENSE, MAINTENANCE FUND.

(15% of Auto Licenses).

Table II.

## RECEIPTS.

1916.			
Oct. 1	Balance .....	\$ 6,216.89	
	Deposited by County Tax Collectors as 15% of County Licenses on Motor Vehicles to Dec. 31, 1917	39,382.53	
	Refund from Counties for Engineering expenses .....	286.20	
	Refund from Counties for Road Construction .....	4,030.75	
	Refund from State Comptroller for cash advanced .....	1,071.12	
	Deposited by State Comptroller from Licenses on Motor Vehicles from Jan. 1 to Sept. 30, 1918.....	39,000.00	
	Total receipts .....		\$89,987.49

## DISBURSEMENTS.

1916.			
Oct. 1	Administrative-Traveling expenses of Members and Salary and Traveling expenses of Commissioner..	14,288.32	
	Office-Salaries, Supplies and Fixtures .....	11,441.21	
	Engineering-Salaries, Travel and equipment .....	37,706.90	
	State Convict Road Force-Clothing, Supplies and Traveling Expenses .....	15,238.15	
	Cash advanced to State Comptroller for initial expenses in collecting Motor Vehicle Licenses...	1,071.12	
1918	Total Disbursements .....	\$79,745.70	
Sept. 30	Balance .....		\$10,241.79

# STATE ROAD DEPARTMENT.

## FINANCIAL STATEMENT.

### MOTOR VEHICLE LICENSE-COUNTY ROAD FUND.

(85% of Auto Licenses).

Account Opened January 1, 1918.

Table III—A.

#### RECEIPTS.

1918	
Jan. 1	Deposited by State Comptroller to from licenses on motor vehicles
Sept. 30	from Jan. 1 to Sept. 30, 1918.....\$221,000.00
	Refund from counties on account of cash advanced for road construction .....
	2,689.74
	Refund from counties on account of cash advanced for maintenance of convicts .....
	194.67
	<hr/>
	Total receipts .....\$223,884.41

#### DISBURSEMENTS.

	Engineering expenses .....	\$ 34.50
	Maintenance and Construction of roads .....	59,220.45
	State Convict Road Force—clothing, supplies and traveling expenses .....	11,160.79
	<hr/>	
	Total disbursements .....	\$70,415.74
1918.		
Sept. 30	Balance .....	\$153,468.67

## MOTOR VEHICLE LICENSE—COUNTY ROAD FUND.

Table III—B.

1918. Distribution of Receipts to credit of the Counties, based on total State Tax paid by each county into the State Treasury, as provided in Section 27, Chapter 7275, Acts of 1917, and Disbursements for maintenance and construction of roads, with balance to credit of each county at close of fiscal year.

Name of County.	Percentage of Total Amount	Total Amount Apportioned.	Expended for Maintenance or Construction by Department.	Balance to Credit of County Sept. 30, 1918.
Alachua .....	.02380	\$ 5,259.80		\$ 5,259.80
Baker .....	.00555	1,226.55		1,226.55
Bay .....	.00940	2,077.40		2,077.40
Bradford .....	.00975	2,154.75		2,154.75
Brevard .....	.01432	3,164.72		3,164.72
Broward .....	.01115	2,464.15	\$ 2,408.54	55.61
Calhoun .....	.00578	1,277.38		1,277.38
Citrus .....	.00855	1,889.55		1,889.55
Clay .....	.00666	1,471.86	330.46	1,141.40
Columbia .....	.01080	2,386.80		2,386.80
Dade .....	.03980	8,795.80		8,795.80
DeSoto .....	.02797	6,181.37	5,305.83	875.54
Duval .....	.14025	30,995.25	24,526.39	6,468.86
Escambia .....	.04365	9,646.65		9,646.65
Flagler .....	.00404	892.84		892.84
Franklin .....	.00498	1,100.58	821.02	279.56
Gadsden .....	.00865	1,911.65	1,318.58	593.07
Hamilton .....	.00840	1,856.40		1,856.40
Hernando .....	.00732	1,617.72	738.64	879.08
Hillsborough .....	.08132	17,971.72		17,971.72
Holmes .....	.00613	1,354.73		1,354.73
Jackson .....	.01323	2,923.83	2,330.95	592.88
Jefferson .....	.00778	1,719.38	561.10	1,158.28
Lafayette .....	.00942	2,081.82		2,081.82
Lake .....	.01801	3,980.21	2,141.08	1,839.13
Lee .....	.02201	4,864.21		4,864.21
Leon .....	.01339	2,959.19	2,959.19	
Levy .....	.01160	2,563.60		2,563.60
Liberty .....	.00398	879.58	730.74	148.84
Madison .....	.01071	2,366.91		2,366.91
Manatee .....	.02256	4,985.76		4,985.76
Marion .....	.02239	4,948.19	1,767.75	3,180.44
Monroe .....	.01272	2,811.12		2,811.12
Nassau .....	.01036	2,289.56	2,238.83	50.73
Okaloosa .....	.00752	1,661.92	1,649.53	12.39

MOTOR VEHICLE LICENSE—COUNTY ROAD FUND.  
(Continued)

Name of County.	Percentage of Total Amount.	Total Amount Apportioned.	Expended for Maintenance or Construc- tion by De- partment.	Balance to Credit of County Sept. 30, 1918.
Okeechobee .....	.00500	1,105.00	.....	1,105.00
Orange .....	.02326	5,140.46	4,139.04	1,001.42
Osceola .....	.01644	3,633.24	760.00	2,973.24
Palm Beach .....	.02342	5,175.82	5,175.82	.....
Pasco .....	.01303	2,879.63	391.00	2,488.63
Pinellas .....	.03107	6,866.47	1,076.33	5,790.14
Polk .....	.04920	10,873.20	.....	10,873.20
Putnam .....	.01613	3,564.73	.....	3,564.73
St. Johns .....	.03121	6,897.41	5,075.14	1,822.27
St. Lucie .....	.01458	3,222.18	1,760.07	1,462.11
Santa Rosa .....	.01253	2,769.13	.....	2,769.13
Seminole .....	.01255	2,773.55	.....	2,773.55
Sumter .....	.00805	1,779.05	.....	1,779.05
Suwannee .....	.01094	2,417.74	.....	2,417.74
Taylor .....	.01631	3,604.51	.....	3,604.51
Volusia .....	.03470	7,668.70	.....	7,668.70
Wakulla .....	.00279	616.59	.....	616.59
Walton .....	.00893	1,973.53	309.31	1,664.22
Washington .....	.00591	1,306.11	777.21	528.90
Totals .....	.100%	\$221,000.00	\$69,292.55	\$151,707.45

## FINANCIAL STATEMENT.

## STATE ROAD TAX FUND.

Derived from  $\frac{1}{2}$  Mill Levy to Meet Federal Aid.

## RECEIPTS.

## Table IV.

1918.

Jan. 1	Deposited by County Tax Collectors .....	\$142,712.87
to		
Sept. 30	Total Receipts .....	\$142,712.87

## DISBURSEMENTS.

Jan. 1	Road Improvement in Okaloosa County .....	9,766.05
to		
Sept. 30	Road Improvement in Leon County .....	1,320.49
	State Convict Road Force, Clothing, Supplies and Travel Expenses .....	8,334.12
	Total disbursements.....	<u>\$19,420.66</u>
Sept. 30	Balance .....	\$123,292.21



Convict Labor preparing Road-bed for Brick Surface



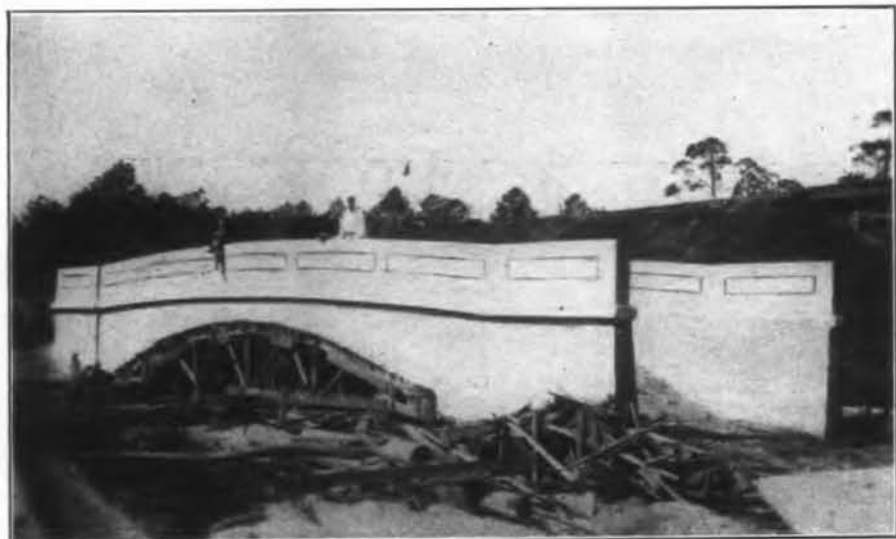
Convict Labor Laying Brick on Road No. 2.



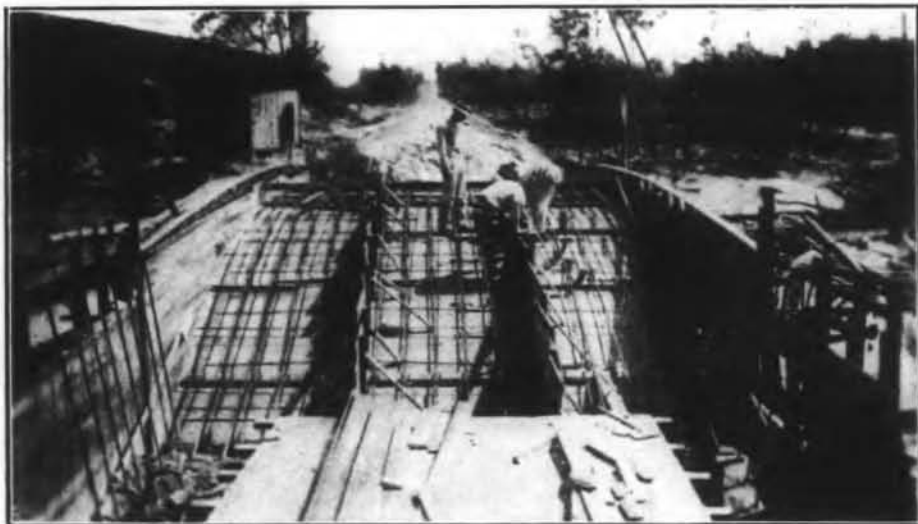
Grouting Brick-surfaced Road.



Convict Labor at Work in Clay Pit.



45-ft. Arch Span Concrete Bridge Designed and Constructed by State Road Department.



Construction Work on 45-ft. Concrete Arch Span, showing Steel Reinforcement in place.





Driving Piling with Convict Labor.

## FINANCIAL STATEMENT.

## FEDERAL AID ROAD FUND.

Account Opened Jan. 1, 1918.

Table V.

Jan. 1	Refunded by Federal Government to for cash paid for Road Construc- tion .....	\$5,776.25	
Sept. 30	Balance .....		\$5,776 25

## DISTRIBUTION OF BALANCES.

Table VI.

Motor Vehicle License, Mainte- nance Fund .....	\$ 10,241.79	
Motor Vehicle License, County		
Road Fund .....	153,468.67	
State Road Tax Fund .....	123,292.21	
Federal Aid Road Fund .....	5,776.25	
Total (See Table I) .....		\$292,778.92

## ACCOUNTANT'S CERTIFICATE.

Tallahassee, Fla., October 21, 1918.

Hon. William F. Cocke,  
State Road Commissioner,  
Tallahassee, Florida.

AUDIT CHECK—State Road Department.

Dear Sir:

In compliance with your request that I make an audit in detail of receipts and disbursements of the State Road Department, for the period of nine months, to-wit:

From January 1, 1918 to October 1, 1918, and beg to advise that I have done so, and am submitting herewith, for your consideration, a financial statement covering said period showing the performance in the aggregate, as well as the distribution per month, thereof.

As you are well aware this audit necessitated the examination of hundreds of vouchers; throughout its entire scope I have exercised the greatest vigilance and care in the scrutinizing of each said voucher separately, as to its accuracy in extension and footing, as well as the accuracy of entry of each voucher in your Voucher Book Records. This close observation in my audit warrants me fully (and at the same time with great pleasure and satisfaction) in testifying to the admirable business like manner in which every detail of this mass of work has been prepared and handled by your efficient Chief Clerk (Mr. J. P. Clarkson) and the remarkable freedom of even the minor errors which, in every undertaking obtains. Likewise I was impressed with the neatness and accuracy displayed by your competent bookkeeper (Miss B. V. Herring) in her sphere of the arduous work so well performed.

Admiration for and appreciation of system, high class business methods, and forceful administrative ability prompts me to extend to the Members of the State Road Department my congratulations in being so fortunate in

having in your person for State Road Commissioner, one so very worthy and able to administer and guide the intricate and responsible affairs of this great project although just begun by them, already bids fair surely to redound to the future welfare of our fair and beloved State.

With sentiments of high regard and best wishes,

Very respectfully submitted,

(Signed) WILLIAM O. AMES,  
Accountant.

TABLE VII (a)

## HIGHWAY SURVEYS AND PLANS

ROAD		COUNTY	Length in Miles	Cost to State of Field and Office Engineering
FROM	TO			
Blountstown .....	Clarksville .....	Calhoun .....	8.4	\$ 51.92
Blountstown .....	Scotts Ferry .....	Calhoun .....	12.0	74.53
Jackson Co. Line.....	Clarksville .....	Calhoun .....	9.1	44.98
Milligan .....	Santa Rosa Co. Line.....	Okaloosa .....	10.3	429.76
Tampa .....	Citrus Park .....	Hillsborough .....	22.0	391.86
Riverview .....	Willow .....	Hillsborough .....	12.0	216.00
Palmetto .....	.....	Manatee .....	42.0	421.00
Bradentown Dist. System.....	.....	Manatee .....	22.0	215.50
Willow .....	Parrish .....	Manatee .....	12.0	131.26
Santa Fe River via High Springs.....	Burnetts Lake .....	Alachua .....	11.0	179.77
Dunnellon Dist. System.....	.....	Marion .....	28.0	293.01
Reddick .....	Orange Springs .....	Marion .....	5.0	60.00
Kissimmee .....	Polk Co. Line .....	Osceola .....	8.7	235.00
St. Cloud .....	Deer Park .....	Osceola .....	38.0	628.75
Plymouth .....	Mt. Dora .....	Orange .....	8.9	220.77
DeLand .....	Putnam Co. Line .....	Volusia .....	25.0	343.57
Dunns Creek .....	Volusia Co. Line.....	Putnam .....	19.0	103.02
Nassau Co. Line.....	Columbia Co. Line.....	Baker .....	27.0	201.50
District No. 1 Road System.....	.....	Baker .....	27.8	208.54
Panama City .....	Jackson Co. Line.....	Bay .....	34.0	247.62
Panama City .....	St. Andrews .....	Bay .....	3.0	39.29
Marietta .....	Nassau Co. Line.....	Duval .....	16.0	188.75
Leon Co. Line.....	Toward Havana .....	Gadsden .....	3.0	21.10
Aspalago Road .....	Southward .....	Gadsden .....	6.5	82.79
Suwannee Springs .....	Jennings .....	Hamilton .....	25.2	128.52
White Springs .....	Sanderlins Corner .....	Hamilton .....	14.0	71.48
Choctowhatchee River .....	Walton Co. Line.....	Holmes .....	16.8	323.51
Waukeena .....	Lamont .....	Jefferson .....	12.4	129.68

Tallahassee	Jefferson Co. Line	Leon	13.2	290.40
Tallahassee	North	Leon	12.2	268.40
Tallahassee	Jackson Bluff	Leon	10.0	234.85
Bristol	Toward Telogia	Liberty	7.0	111.70
Greenville	Aucilla River	Madison	5.6	77.54
Duval Co. Line	St. Mary's River	Nassau	21.1	278.37
Duval Co. Line	Baker Co. Line toward Macclenny	Nassau	2.2	10.00
Holt	Milton	Santa Rosa	14.9	141.28
Leon Co. Line	Wakulla	Wakulla	2.7	37.01
Sopchoppy	Ocklocknee River	Wakulla	5.8	78.30
Crawfordsville	Leon Co. Line	Wakulla	9.0	121.50
Elfers	Pinellas Co. Line	Pasco	2.0	15.00
Frostproof	Avon Park	Polk	8.0	52.73
Cocoa	Indian River City	Brevard	1.8	55.00
Floral City	Phosphate Mines	Citrus	2.0	10.00
*County System		Bradford	120.0	450.00
Ft. Pierce	Brevard Co. Line	St. Lucie	28.0	539.59
Eve	Romeo	Levy	21.0	156.99
Ft. White	Toward High Springs	Columbia	3.0	22.09
Mayo	Toward Perry	Lafayette	3.0	108.08
Big Spring	Toward Aripeka	Hernando	4.0	25.00
Arcadia	Camp Carlstrom	DeSoto	6.3	105.60
Arcadia	Camp Dorr	DeSoto	10.2	255.24
Bunnell	Volusia Co. Line	Flagler	9.6	79.84
Apalachicola Bridge		Total Length of Survey	2.0	267.03
		Total	803.7	\$9,475.02

\*Office work not completed.

TABLE VII (b)

## PLANS FOR BRIDGES

Location	County	Length	Type	Cost of Plans
Apalachicola River .....	Jackson and Gadsden.....	1034 feet	Reinforced Concrete .....	\$1,044.00
Blackwater River .....	Santa Rosa .....	300 feet	Reinforced Concrete .....	358.23
Yellow River .....	Santa Rosa .....	3000 feet	Wood and Steel.....	100.00
Baggett's Creek .....	Okaloosa .....	45 ft. span	Reinforced Concrete .....	91.50
Joshua Creek .....	DeSoto .....	50 ft. span	Reinforced Concrete .....	107.50
Spring Creek .....	Jackson .....	25 feet	Reinforced Concrete .....	27.00
Alafia River .....	Hillsborough .....	650 feet	Wood and Steel.....	25.00
Little Manatee .....	Hillsborough .....	3100 feet	Wood and Steel.....	60.00
Nebraska Ave. ....	Hillsborough .....	100 feet	Reinforced Concrete .....	40.00
Dead River .....	Lake .....	206 feet	Wood and Concrete.....	20.00
Standards .....	.....	.....	Reinforced Concrete .....	425.00
Standards .....	.....	.....	Wood .....	100.00
Totals .....	.....	8510 feet	.....	\$2,898.23

TABLE VIII

## CONSTRUCTION UNDER SUPERVISION OF STATE

ROAD		Length Miles	COUNTY	Type of Construction	Width of Surface, Feet	Approximate Cost	Expended to Date	WORK BEGUN	APPROXIMATE DATE OF COMPLETION	Per Cent Completed	CONTRACTOR	FUNDS PROVIDED			FUNDS EXPENDED			Approximate Amount of Convict Labor to be Provided by State		Actual Amount of Convict Labor Provided by State		
FROM	TO											State	County	Fed. Aid	State	County	Fed. Aid	Days	Value	Days	Value	
Sta. 218 Kissimmee	Polk Co. Line	4.8	Osceola	Grouted Brick	9	\$55,986.29	\$57,891.00	Oct. 5, 1918.	June 10-18.	100	Ala. Paving Co.	\$760.00	\$57,131.00	0.00	\$760.00	\$57,131.00	0.00					
	Santa Rosa Co. Line	4.1	Osceola	Grouted Brick	9 and 16	69,678.53	19,125.26	Apr. 1, 1918.	May, 1919.	32	Ala. Paving Co.	0.00	49,678.53	20,000.00	0.00	0.00	19,125.26	0.00				
Milligan	v.a Callahan Sta. 528+00.	10.3	Okaloosa	Sand Clay	20	34,083.28	23,132.48	April 4, 1918.	Jan. 15, 1919.	75	Barnes Constr. Co.	7,041.64	10,000.00	17,041.64	1,566.24	10,000.00	11,566.24	5,043	At \$1.75 per day \$8,825.25	3,782	At \$1.75 per day (1) \$6,818.50	
Duval Co. Line		10.0	Nassau	Sand Clay	20	19,998.50	13,135.74	Mar. 1, 1918.	Dec. 31, 1918.	70	State Road Department Force Account.	Convict Labor and 1,218.35	7,000.00	0.00	6,183.04	6,952.70	0.00	6,100	At \$2.00 per day 12,200.00	4,212	At \$2.00 per day (2) 8,424.00	
St. Cloud	Deer Park	34.0	Osceola	Asphaltic Concrete	9	282,000.00	31,694.07	May 1, 1918.	May 1, 1920.	11	Peninsular Engr. and Constr. Co.	10,000.00	252,701.00	0.00	0.00	31,694.07	0.00					
Ashton	Narcoossee	3.0	Osceola	Asphaltic Concrete	9	25,000.00	1,775.49	June 1, 1918.	Jan. 1, 1919.	7	Peninsular Engr. and Constr. Co.	0.00	22,299.00	0.00	0.00	1,775.49	0.00					
Bristol	Telogia	14.0	Liberty	Sand Clay	20	25,200.00	4,718.26	July 16, 1918.	May 31, 1919.	33	State Road Department Force Account.	Convict Labor	12,600.00	0.00	2,581.93	2,136.33	0.00	4,320	At \$1.75 per day 7,660.00	1,400	At \$1.75 per day (2) 2,450.00	
Capitola	Lloyd	3.4	Leon	Sand Clay	16	10,608.39	7,728.39	Sept. 1, 1917.	Funds Exhausted	73	W. H. Thomas	2,000	5,800.00	0.00	1,928.39	5,800.00	0.00					
Apalachicola	Sta. 50 Toward Calhoun Co. line	0.95	Franklin	Shell	15	1,900.00	1,642.04	Mar. 15, 1918.	May, 1918.	100	State Road Department Force Account.	821.02	821.02	0.00	821.02	821.02	0.00					
End of Brick Road											J. H. Buck Contract Cancelled, Continued by Force Account.	30,995.25	0.00	0.00	24,526.39	0.00	0.00	1,087	At \$2.50 per day 2,717.75	1,087	At \$2.50 per day (2) 2,717.75	
West of Jacksonville	Baldwin	12.8	Duval	Marl and Sand Clay	15 and 12	32,000.00	24,526.39	Apr. 6, 1918.	Work Suspended.	75												
Pinellas County Line	Elfers	2.0	Pasco	Water Bound Macadam	12	6,000.00	770.00	July 8, 1918.	May 1, 1919.	13	Pasco County	2,879.63	3,300.00	0.00	385.00	385.00	0.00					
Reddick	Orange Lake	2.0	Marion	Water Bound Macadam	16	8,800.00	4,308.50	May 6, 1918.	May 1, 1919.	50	Marion County	4,400.00	4,400.00	0.00	2,154.25	2,154.25	0.00					
Riverview	Willow	9.6	Hillsborough	Shell	9	17,000.00	5,100.00	Sept. 1, 1918.	Feb. 1, 1918.	30	Hillsborough County	8,500.00	8,500.00	0.00	0.00	5,100.00	0.00					
Perry	Toward Mayo	6.0	Taylor	Penetration Macadam	10	44,000.00	22,000.00	Sept. 1, 1917.	Apr. 1, 1919.	50	Taylor County	Convict Labor	44,000.00	0.00	0.00	22,000.00	0.00	7,332	6,039.10	7,332	6,039.10 (3)	
Mayo	Toward Perry	3.0	Lafayette	Sand Clay	16	5,400.00	5,400.00	July 1, 1918.	Nov. 1, 1918.	100	Lafayette County	2,101.50	3,298.50	0.00	2,101.50	3,298.50	0.00					
Arcadia	Camp Dorr	10.2	DeSoto	Brick and Asphaltic Concrete	9	1,243.47	49,678.24	May 17, 1918.	Aug. 1, 1919.	27	State Road Department Force Account.	Convict Labor	90,000.00	20,000.00	5,728.33	43,949.91	0.00	10,346	At \$2.50 per day 25,865.17	3,576	At \$2.50 per day (2) 8,940.00	
Arcadia	Camp Carlstrom	6.3	DeSoto	Cement Concrete	9	119,898.77	737.69	Sept. 18, 1918.	May 1, 1919.	6/10	Logan Bros.	10,000.00	57,000.00	30,000.00	583.34	354.35	0.00	4,224	At \$2.50 per day 10,560.00	213	At \$2.50 per day (2) 532.50	
Total		136.45				\$909,908.23	\$273,363.55					\$80,717.39	\$628,520.05	\$87,041.64	\$49,319.43	\$212,677.88	\$11,566.24	38,452	\$73,867.27	21,602	\$35,721.85	

(1) Convict labor used by contractor who was charged 17½ cts. per hour for same. Total expended, as shown above, includes value of convict labor used.

(2) Total expenditure as shown above includes cost of housing, feeding and guarding convict labor, but does not include value of labor over and above cost of maintenance.

(3) Convict labor was furnished to Taylor County by the State Road Department with the understanding the County was to pay all the expenses of maintenance. The value of the labor thus furnished, as shown above, represents the difference between the cost of maintaining the convict labor and current wages for free labor.



TABLE VIII

## CONSTRUCTION UNDER SUPERVISION OF STATE

ROAD		Length Miles	COUNTY	Type of Construction	Width of Surface, Feet	Approximate Cost	Expended to Date	WORK BEGUN	APPROXIMATE DATE OF COMPLETION	Per Cent Completed	CONTRACTOR	FUNDS PROVIDED			FUN
FROM	TO											State	County	Fed. Aid	
Sta. 218	Polk Co. Line..	4.8	Osceola	Grouted Brick	9	\$55,966.29	\$57,891.00	Oct. 5, 1918..	June 10-18.....	100	Ala. Paving Co.....	\$760.00	\$57,131.00	0.00	\$760.00
Kissimmee	Sta. 218	4.1	Osceola	Grouted Brick	9 and 16	69,678.53	19,125.26	Apr. 1, 1918..	May, 1919.....	32	Ala. Paving Co.....	0.00	49,678.53	20,000.00	0.00
Milligan	Santa Rosa Co. Line	10.3	Okaloosa	Sand Clay	20	34,083.28	23,132.48	April 4, 1918.	Jan. 15, 1919...	75	Barnes Constr. Co.....	7,041.64	10,000.00	17,041.64	1,566.24
Duval Co. Line.....	Sta. 528+00...	10.0	Nassau	Sand Clay	20	19,998.50	13,135.74	Mar. 1, 1918.	Dec. 31, 1918...	70	State Road Department Force Account....	Convict Labor and			
St. Cloud	Deer Park	34.0	Osceola	Asphaltic Concrete	9	282,000.00	31,694.07	May 1, 1918..	May 1, 1920....	11	Peninsular Engr. and Constr. Co.....	1,218.35	7,000.00	0.00	6,183.04
Ashton	Narcoossee	3.0	Osceola	Asphaltic Concrete	9	25,000.00	1,775.49	June 1, 1918.	Jan. 1, 1919....	7	Peninsular Engr. and Constr. Co.....	10,000.00	252,701.00	0.00	0.00
												0.00	22,299.00	0.00	0.00
Bristol	Telogia	14.0	Liberty	Sand Clay	20	25,200.00	4,718.26	July 16, 1918.	May 31, 1919...	33	State Road Department Force Account....	Convict Labor	12,600.00	0.00	2,581.93
Capitola	Lloyd	3.4	Leon	Sand Clay	16	10,608.39	7,728.39	Sept. 1, 1917.	Funds Exhausted	73	W. H. Thomas.....	2,000	5,800.00	0.00	1,928.39
Apalachicola	Sta. 50 Toward Calhoun Co. line	0.95	Franklin	Shell	15	1,900.00	1,642.04	Mar. 15, 1918.	May --, 1918...	100	State Road Department Force Account....	821.02	821.02	0.00	821.02
End of Brick Road	Baldwin	12.8	Duval	Marl and Sand Clay	15 and 12	32,000.00	24,526.39	Apr. 6, 1918..	Work Suspended.	75	J. H. Buck Contract Cancelled, Continued by Force Account.....	30,995.25	0.00	0.00	24,526.39
West of Jacksonville	Elfers	2.0	Pasco	Water Bound Macadam	12	6,000.00	770.00	July 8, 1918..	May 1, 1919....	13	Pasco County	2,879.63	3,300.00	0.00	385.00
Pinellas County Line	Orange Lake	2.0	Marion	Water Bound Macadam	16	8,800.00	4,308.50	May 6, 1918..	May 1, 1919....	50	Marion County	4,400.00	4,400.00	0.00	2,154.25
Reddick	Willow	9.6	Hillsborough	Shell	9	17,000.00	5,100.00	Sept. 1, 1918..	Feb. 1, 1918....	30	Hillsborough County	8,500.00	8,500.00	0.00	0.00
Riverview	Toward Mayo	6.0	Taylor	Penetration Macadam	10	44,000.00	22,000.00	Sept. 1, 1917.	Apr. 1, 1919....	50	Taylor County	Convict Labor	44,000.00	0.00	0.00
Perry	Toward Perry	3.0	Lafayette	Sand Clay	16	5,400.00	5,400.00	July 1, 1918..	Nov. 1, 1918....	100	Lafayette County	2,101.50	3,298.50	0.00	2,101.50
Arcadia	Camp Dorr	10.2	DeSoto	Brick and Asphaltic Concrete...	9	1,243.47	49,678.24	May 17, 1918.	Aug. 1, 1919....	27	State Road Department Force Account....	Convict Labor	90,000.00	20,000.00	5,728.33
Arcadia	Camp Carlstrom	6.3	DeSoto	Cement Concrete	9	119,898.77	737.69	Sept. 18, 1918.	May 1, 1919....	6/10	Logan Bros.	10,000.00	57,000.00	30,000.00	583.34
Total.....		136.45				\$929,908.53	\$273,363.55				and Convict Labor	\$80,717.39	\$628,529.05	\$87,041.64	\$49,319.43

(1) Convict labor used by contractor who was charged 17½ cts. per hour for same. Total expended, as shown above, includes value of convict labor used.

(2) Total expenditure as shown above includes cost of housing, feeding and guarding convict labor, but does not include value of labor over and above cost of maintenance.

(3) Convict labor was furnished to Taylor County by the State Road Department with the understanding the County was to pay all the expenses of maintenance. The value of the labor thus shown above, represents the difference between the cost of maintaining the convict labor and current wages for free labor.

# CONSTRUCTION UNDER SUPERVISION OF STATE

Type of Construction	Width of Surface, Feet	Approximate Cost	Expended to Date	WORK BEGUN	APPROXIMATE DATE OF COMPLETION	Per Cent Completed	CONTRACTOR	FUNDS PROVIDED			FUNDS EXPENDED			Approximate Amount of Convict Labor to be Provided by State		Actual Amount of Convict Labor Provided by State	
								State	County	Fed. Aid	State	County	Fed. Aid	Days	Value	Days	Value
Brick .....	9	\$55,966.29	\$57,891.00	Oct. 5, 1918..	June 10-18.....	100	Ala. Paving Co.....	\$760.00	\$57,131.00	0.00	\$760.00	\$57,131.00	0.00	.....	.....	.....	.....
Brick .....	9 and 16	69,678.53	19,125.26	Apr. 1, 1918..	May, 1919.....	32	Ala. Paving Co.....	0.00	49,678.53	20,000.00	0.00	19,125.26	0.00	.....	.....	.....	.....
ay .....	20	34,083.28	23,132.48	April 4, 1918.	Jan. 15, 1919...	75	Barnes Constr. Co.....	7,041.64	10,000.00	17,041.64	1,566.24	10,000.00	11,566.24	5,043	At \$1.75 per day \$8,825.25	3,782	At \$1.75 per day (1) \$6,618.50
ay .....	20	19,998.50	13,135.74	Mar. 1, 1918.	Dec. 31, 1918...	70	State Road Department Force Account....	Convict Labor and							At \$2.00 per day 12,200.00	4,212	At \$2.00 per day (2) 8,424.00
Concrete .....	9	282,000.00	31,694.07	May 1, 1918..	May 1, 1920....	11	Peninsular Engr. and Constr. Co.....	1,218.35	7,000.00	0.00	6,183.04	6,952.70	0.00	6,100	.....	.....	.....
Concrete .....	9	25,000.00	1,775.49	June 1, 1918.	Jan. 1, 1919....	7	Peninsular Engr. and Constr. Co.....	10,000.00	252,701.00	0.00	0.00	31,694.07	0.00	.....	.....	.....	.....
ay .....	20	25,200.00	4,718.26	July 26, 1918..	May 31, 1919...	33	State Road Department Force Account....	0.00	22,299.00	0.00	0.00	1,775.49	0.00	.....	.....	.....	.....
ay .....	16	10,608.39	7,728.39	Sept. 1, 1917.	Funds Exhausted	73	W. H. Thomas.....	Convict Labor	12,600.00	0.00	2,581.93	2,136.33	0.00	4,320	At \$1.75 per day 7,660.00	1,400	At \$1.75 per day (2) 2,450.00
.....	15	1,900.00	1,642.04	Mar. 15, 1918.	May .., 1918...	100	State Road Department Force Account....	2,000	5,800.00	0.00	1,928.39	5,800.00	0.00	.....	.....	.....	.....
and Sand Clay.....	15 and 12	32,000.00	24,526.39	Apr. 6, 1918..	Work Suspended.	75	J. H. Buck Contract Cancelled, Continued	821.02	821.02	0.00	821.02	821.02	0.00	.....	.....	.....	.....
Bound Macadam.....	12	6,000.00	770.00	July 8, 1918..	May 1, 1919....	13	by Force Account.....	30,995.25	0.00	0.00	24,526.39	0.00	0.00	1,087	At \$2.50 per day 2,717.75	1,087	At \$2.50 per day (2) 2,717.75
Bound Macadam.....	16	8,800.00	4,308.50	May 6, 1918..	May 1, 1919....	50	Pasco County .....	2,879.63	3,300.00	0.00	385.00	385.00	0.00	.....	.....	.....	.....
tion Macadam .....	9	17,000.00	5,100.00	Sept. 1, 1918..	Feb. 1, 1918....	30	Marion County .....	4,400.00	4,400.00	0.00	2,154.25	2,154.25	0.00	.....	.....	.....	.....
ay .....	16	5,400.00	5,400.00	July 1, 1918..	Nov. 1, 1918....	100	Hillsborough County .....	8,500.00	8,500.00	0.00	0.00	5,100.00	0.00	.....	.....	.....	.....
and Asphal'tic Concrete...	9	1,243.47	49,678.24	May 17, 1918.	Aug. 1, 1919....	27	Taylor County .....	Convict Labor	44,000.00	0.00	0.00	22,000.00	0.00	7,332	6,039.10	7,332	6,039.10 (3)
Concrete .....	9	119,898.77	737.69	Sept. 18, 1918.	May 1, 1919....	6/10	Lafayette County .....	2,101.50	3,298.50	0.00	2,101.50	3,298.50	0.00	.....	.....	.....	.....
.....		\$99,908.53	\$273,363.55				State Road Department Force Account....	Convict Labor	90,000.00	20,000.00	5,728.33	43,949.91	0.00	10,346	At \$2.50 per day 25,865.17	3,576	At \$2.50 per day (2) 8,940.00
.....							Logan Bros. ....	10,000.00	57,000.00	30,000.00	583.34	354.35	0.00	4,224	At \$2.50 per day 10,560.00	213	At \$2.50 per day (2) 532.50
.....							and Convict Labor	\$80,717.39	\$628,529.05	\$87,041.64	\$49,319.43	\$212,677.88	\$11,566.24	38,452	\$73,867.27	21,602	\$35,721.85

(1) Convict labor used by contractor who was charged 17½ cts. per hour for same. Total expended, as shown above, includes value of convict labor used.

(2) Total expenditure as shown above includes cost of housing, feeding and guarding convict labor, but does not include value of labor over and above cost of maintenance.

(3) Convict labor was furnished to Taylor County by the State Road Department with the understanding the County was to pay all the expenses of maintenance. The value of the labor thus furnished, as shown above, represents the difference between the cost of maintaining the convict labor and current wages for free labor.

TABLE IX

## MAINTENANCE UNDER SUPERVISION OF STATE

ROAD		COUNTY	TYPE OF SURFACE	Miles Being Maintained	Width of Surface	Number of Bridges	Total Length of Bridges, Feet	Maintenance Started	EXPENDITURES TO SEPT. 30, 1918			Average Cost Per Mile Per Annum	REMARKS
From	To								State	County	Total		
Boca Ratone .....	Stuart .....	Palm Beach .....	Penetration Macadam .....	67.	15	17	1,775	Jan. 1, 1918...	\$5,175.82	\$17,054.18	\$22,180.00	\$441.39	Period of maintenance 9 months.
Ocklocknee River .....	Jefferson Co. Line .....	Leon .....	Sand Clay .....	25.	18	5	815	Jan. 1, 1918...	2,658.78	0.00	2,658.78	92.76	\$1,103.38 expended for equipment shown in total, but only depreciation charge on same shown in average cost per mile.
2.2 Miles North Ft. Pierce .....	4 Miles South Fort Pierce .....	St. Lucie .....	Renewing Old Surface Treatment .....	6.2	16	.....	.....	Apr. 1, 1918...	1,760.07	1,760.06	3,520.13	270.78	Old surface treated macadam given new coat of oil and coarse sand.
Pasco Co. Line .....	Citrus Co. Line .....	Hernando .....	Macadam and Sand Clay .....	12.	9&15	.....	.....	Mar 1, 1918...	792.02	827.73	1,619.75	279.96	Period of maintenance 9 months.
Ft. Lauderdale .....	Deerfield .....	Broward .....	Macadam Surface Treated .....	6.	15	.....	.....	Jan. 1, 1918...	2,408.54	2,408.54	4,817.08	802.84	This work consisted of giving surface treatment to water bound macadam road.
Marion Co. Line .....	Eustis .....	Lake .....	Sand Clay .....	34.	18	.....	.....	Feb. 1, 1918...	1,751.46	0.00	1,751.46	77.19	Period of maintenance 8 months.
Near Leesburg .....	Mt. Dora .....	Lake .....	Sand Clay .....	6.	16	3	560	Feb. 1, 1918...	484.92	484.92	969.84	242.45	Period of maintenance 8 months. Heavy cost due to bridge work.
Orlando .....	Osceola Co. Line .....	Orange .....	Stone Shoulders on Brick Road .....	14.	9	4	40	Mar. 1, 1918...	4,139.04	0.00	4,139.04	506.83	This work consisted of constructing crushed stone shoulders 3 ft. in width on both sides of brick road.
Campbells .....	Polk Co. Line .....	Osceola .....	Marl Shoulders on Brick Road .....	6.	9	5	296	June 1, 1918...	188.00	0.00	188.00	94.00	This work will continue through coming year as uncompleted.
Tarpon Springs .....	St. Petersburg .....	Pinellas .....	Brick .....	12.	9	.....	.....	May 1, 1918...	1,076.33	1,076.32	2,152.65	454.56	This work consisted of relaying portion of brick surface and building shell shoulders 3 ft. in width.
Quincy .....	Apalachicola River .....	Gadsden .....	Sand Clay .....	20.	18	3	85	Mar. 15, 1918...	1,404.25	0.00	1,404.25	112.50	Period of maintenance 7½ months.
Lloyd .....	Aucilla River .....	Jefferson .....	Sand Clay .....	23.	15	4	130	July 11, 1918...	561.10	0.00	561.10	110.40	Period of maintenance 2 months and 20 days.
Apalachicola River .....	Marianna .....	Jackson .....	Sand Clay .....	24.7	15	19	2,075	June 12, 1918...	2,497.95	0.00	2,497.95	188.48	\$1,308.19 expended for equipment shown in total, but only depreciation charge on same shown in average cost per mile.
Jackson Co. Line .....	Holmes Co. Line .....	Washington .....	Sand Clay .....	9.	15	.....	.....	Apr. 22, 1918...	777.21	0.00	777.21	188.40	This section of road, as well as that in Jackson County, was in very rough condition when taken over for maintenance.
Argyle .....	3 Miles West DeFuniak Springs .....	Walton .....	Sand Clay .....	6.5	15	2	150	Aug. 1, 1918...	366.81	0.00	366.81	329.40	Portions of this road had to be practically rebuilt.
Duval Co. Line .....	St. Augustine .....	St. Johns .....	Brick .....	17.	9	.....	.....	June 1, 1918...	5,075.14	5,075.14	10,150.28	.....	This work consisted of building shoulders of crushed stone and should be considered as betterment work rather than maintenance.
DeLeon Springs .....	Seville .....	Volusia .....	Sand Clay .....	20.	10	.....	.....	Sept. 9, 1918...	709.00	709.00	1,418.00	.....	This work consists of surfacing an old road with clay and should be classed as construction.
Totals .....	.....	.....	.....	308.40	.....	62	5,926	.....	\$31,827.15	\$29,395.89	\$61,172.33	\$4,191.94	.....

TABLE XI

## COST OF EQUIPPING AND MAINTAINING CONVICT CAMPS

Camp No.	Total Gross Cost	Cost of Houses and Equipment	Rental or Depreciation	Total Cost of Clothing	Cost of Clothes on Hand	Total Cost of Provisions	Value of Provisions on Hand	Total Cost of Depreciation: Clothing and Provisions Used	Medicine and Med. Attention	Cost of Discharges and Recaptures	Transportation	Rental and Maintenance of Teams	Total Cost of Maintenance	Cost of Guarding	No. Calendar Days Men in Camp	Cost per Man Per Cal. Day
1	(1)															
1	\$10,350.45	\$2,638.22	\$857.89	\$1,020.75	\$480.98	\$5,501.83	\$63.11	\$6,836.38	\$463.14	\$180.00	\$816.44	\$176.07	\$8,472.03	\$2,734.80	12,847.0	\$0.872
2	6,841.56	1,727.05	233.29	768.57	532.60	3,207.67	154.72	3,288.92	400.66	110.00	471.70	155.91	4,660.48	1,522.56	5,589.4	1.106
3	7,204.48	2,864.64	246.53	659.47	253.15	2,556.92	70.17	2,893.07	206.67	90.00	780.28	105.50	4,322.05	1,488.68	6,235.6	.932
4	7,113.97	2,729.06	174.50	766.38	264.71	2,480.22	98.87	2,883.02	147.95	250.00	706.56	33.80	4,195.83	1,532.70	4,997.0	1.148
5	2,944.69	1,067.13	60.73	447.58	190.86	887.77	23.67	1,120.82	41.72	.....	500.49	.....	1,723.76	780.70	1,985.2	1.261
	(2)															
Total	\$34,455.15	\$11,026.10	\$1,572.96	\$3,662.75	\$1,722.30	\$14,634.41	\$410.54	\$17,022.21	\$1,260.14	\$630.00	\$3,275.47	\$471.28	\$23,374.15	\$8,059.44	31,654.2	\$1.064

(1) Amount shown in "gross cost" Camp No. 1, includes \$7,916.17 paid by Taylor County.

(2) Total gross cost, as shown above, does not include the value of clothing and supplies on hand and not yet distributed among the several camps.

TABLE X

## TIME REPORT OF CONVICT FORCES

Camp No.	When Established	Captain	Average No. of Guards	Total Time of Guards Days	Average No. of Prisoners	Total Time of Prisoners Days	DISTRIBUTION OF CONVICT TIME.				Deaths	Escapes	Recaptures
							Days on Road	Days on Yard	Days Bad Weather	Days Sick			
1	Nov. 12, 1917.	D. A. McClellan....	6	2,087	40	12,848	8,732	1,486	390	402	0	5	2
2	Mar. 7, 1918..	H. J. Youngblood....	4	881	30	6,258	4,212	715	118	297	0	2	2
3	April 1, 1918..	Geo. W. Cooper.....	6	1,114	34	6,236	3,838	921	266	308	1	5	2
4	May 18, 1918..	O. S. Tucker.....	8	1,026	38	4,997	3,576	453	64	65	0	4	1
5	June 9, 1918..	F. G. Farrior.....	5	538	18	1,848	1,300	259	6	41	0	0	0
Totals	.....	.....	.....	5,646	100	32,187	21,658	3,834	844	1,113	1	16	7



## SUMMARY BY COUNTIES.

### ROAD CONSTRUCTION AND ROAD MAINTENANCE WORK UNDERWAY AND WORK PROPOSED.

(DETAILS OF ALL WORK UNDERWAY SHOWN IN TABLE VIII  
AND TABLE IX)

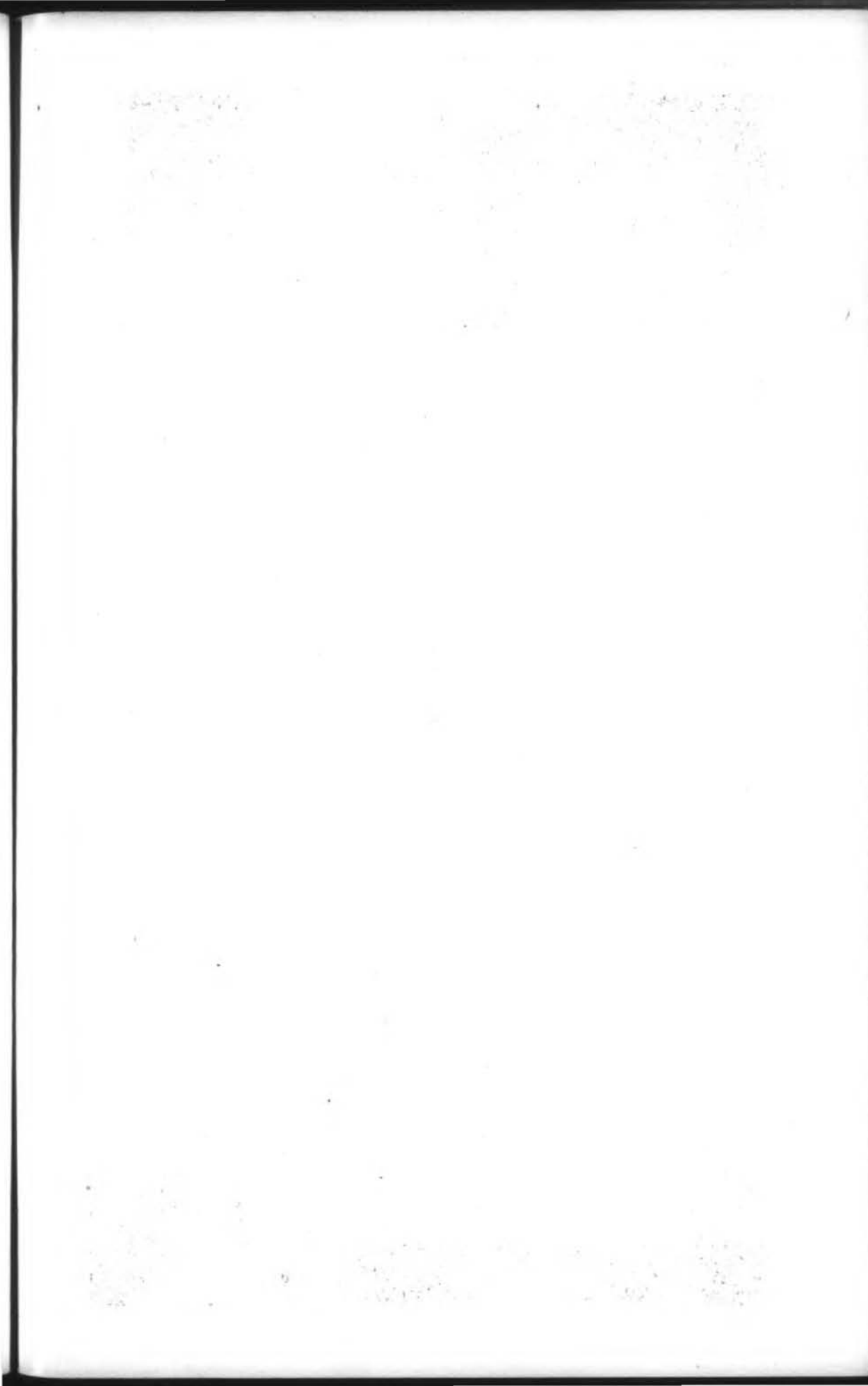
*Alachua*—Eleven miles of Road No. 2, between the Santa Fe River and Burnetts' Lake, via High Springs, has been accepted as a Federal Aid project. The funds for this project will be State and Federal aid supplemented by a special road and bridge district bond issue of \$13,000.00. This project will be surfaced with sand-clay, 20 feet in width.

The State has also offered to set aside \$20,000.00, to be met by county funds, for the improvement of the section of the same road from Burnetts' Lake to Gainesville. As yet (Sept. 30, 1918) this offer has not been formally accepted by the County. Another special road and bridge district in this county has voted bonds to the amount of \$500,000.00 but the bonds have not been sold.

*Baker*—The sum of \$50,000.00 State and Federal aid, plus the labor of a State Convict Road Force unit, will be applied to the improvement of the Jacksonville-Pensacola road across Baker County, the work to begin when Baker County's funds from a district bond issue are available.

*Bay*—The automobile license funds apportioned Bay County met by an equal amount of county funds, is being applied to the construction of three concrete bridges on the road between Panama City and the Jackson County line.

*Bradford*—The automobile license fund apportioned to Bradford County will be applied to the improvement of the road between Starke and Hampton. Scarcity of labor has prevented this work being started before this time.





A Typical Florida Road, Improved.



*Brevard*—The automobile license fund apportioned to Brevard County, met by county funds, will be applied to the improvement of a section of the East Coast Highway near Cocoa.

*Broward*—The automobile license fund for 1918 apportioned to Broward County has been applied to the maintenance of the East Coast Highway in this county north of Fort Lauderdale. This work consisted of re-surfacing with additional stone and an oil treatment.

*Calhoun*—The county has voted a bond issue for the improvement of the road across the county from the Jackson County line to Apalachicola, via Blountstown and Port St. Joe, and the State, through the State Road Department, has promised one maintained unit of the State Convict Road Force to be used on this work. The automobile license fund apportioned this county is being used for the improvement of the road on the west side of Chipola River through Clarksville and Weewahitchka.

*Citrus*—The automobile license fund apportioned Citrus County plus an equal amount of funds appropriated by the county will be applied to the improvement of a gap in Road No. 5, of the State Road System, between Floral City and the Hernando County line, as soon as rights-of-way can be procured.

*Clay*—The automobile license fund apportioned Clay County for 1918 is being used for the repair of Road No. 3, between Orange Park and Green Cove Springs. This road is at present in a deplorable condition and a large appropriation will be required to put it in thorough repair.

*Columbia*—During 1917 a county bond issue of \$500,000.00 was voted in Columbia County for Road No. 1 and Road No. 2, the former being the east and west and the latter the north and south roads across the county

and the State was pledged to supplement the bond issue funds with the sum of \$60,000.00 for the improvement of these two roads. However, the county has been unable to market these bonds, but the State has agreed to expend \$15,000.00, provided the same is supplemented by County funds, for the improvement of Road No. 1, west of Lake City. The automobile license fund apportioned to this county will be used in repairing the same road east of Lake City.

*Dade*—The automobile license fund apportioned to Dade County is being applied to the maintenance of the East Coast highway between Miami and the Broward County line. This work consists of a renewal of the oil surface treatment.

*DeSoto*—The State has provided from State and Federal sources \$40,000.00 to supplement the proceeds of a district bond issue for constructing Road No. 2, between Arcadia and Camp Carlstrom Aviation Field and \$20,000.00 to supplement the proceeds of a district bond issue for the improvement of Road No. 7, between Arcadia and Camp Dorr Aviation Field. On account of the scarcity of labor and the great military necessity for these roads, two units of the State Convict Road Force have been provided for these two roads. The Carlstrom Field road is being surfaced with concrete and the Dorr Field road will be surfaced partly with brick and partly with asphaltic concrete.

*Duval*—Owing to the impossibility of securing hard surfacing material during the present war, a clay and marl surface is being applied to Road No. 1, between the end of the brick paving, near Marietta, and Baldwin, this being the Jacksonville-Pensacola highway. This surface is of very doubtful economy and its use would not have been undertaken had it been possible to secure during the current year either brick or cement for a more durable pavement.

*Escambia*—The automobile license fund apportioned to Escambia County, used in connection with the county road force, will be applied to the Pensacola-Flomaton road. Owing to the County force being engaged on other work the repairs to this road have been postponed.

*Flagler*—The automobile license fund apportioned to Flagler County is being used for the repair of the East Coast highway. The State has agreed to meet the county in the construction of the unimproved road between Bunnell and the Volusia County line.

*Franklin*—The automobile license fund apportioned to Franklin County has been used in the construction of a section of shell road leading from Apalachicola to Port St. Joe. A special levy has been made by the County for the further prosecution of this work.

*Gadsden*—A county bond issue has been voted for Gadsden County's part of the cost of the proposed bridge over the Apalachicola River, for which the State has already apportioned \$60,000.00. The State has also agreed to meet the county in the improvement of Road No. 1, between the Ocklocknee River and the town of Havana. The maintenance of the road between Quincy and the Apalachicola River has been assumed by the State. All of the improved roads upon which State funds are being expended are of sand-clay construction.

*Hamilton*—The county has voted a bond issue for road improvement of \$400,000.00, a large part of which is to be applied to Road No. 2, across Hamilton County. The State has agreed to meet the County with an apportionment of Federal aid and State convict labor in the improvement of this road. However, the County bonds have not been sold but it is probable that a Federal aid project will be taken up without delay and this project will cover a considerable part of Road No. 2, across the county.

*Hernando*—The automobile license fund apportioned

to Hernando County, met by county funds, is being applied to the maintenance of Road No. 5, across Hernando County. Road No. 5 is the road extending from Ocala to St. Petersburg and Tampa via Dunnellon and Brooksville. In Hernando County the road is surfaced with macadam and sand-clay.

*Hillsborough*—County bonds for roads to the amount of \$875,000.00 have been voted in Hillsborough County and the proceeds are to be used for the completion of several important roads, one of these being the Riverview Road, from Riverview to the Manatee County line near Willow. The State has agreed to assist on this last named road, provided the construction is carried on under the supervision of the State Road Department. The automobile license fund apportioned to this county for the current year—1918—is being expended on the repair of the Lakeland Road, the St. Petersburg Road and the Riverview Road.

*Holmes*—The sum of \$15,000.00, derived from a district bond issue, will be expended on Road No. 1, in Holmes County, between the Choctawhatchee River and the Walton County line near Argyle. This work will be done under the supervision of the State Road Department and the county funds will be supplemented by State and Federal funds to the amount of \$23,500.00, and the labor of one unit of the State Convict Road Force. This section of road will be surfaced with sand-clay and its completion will remove the longest stretch of unimproved road between Pensacola and Lake City.

*Jackson*—Time Warrants to the amount of \$30,000.00, have been issued and sold by Jackson County to raise this county's contribution towards the cost of the Apalachicola River Bridge. As stated herewith, under the Gadsden County caption, the State has apportioned funds to meet the amounts put up by Jackson and Gadsden Counties. An apportionment of \$15,000.00 has been

made by the State for the improvement of Road No. 1, between the Apalachicola River and Marianna. The automobile license fund apportioned Jackson County is also being used for the maintenance of Road No. 1, which has been partially improved but has a rather poor type of sand-clay surface.

*Jefferson*—The automobile license fund apportioned to Jefferson County is being applied to the maintenance of Road No. 1,—the Jacksonville-Pensacola Road—in this county. A special levy has been made by the County, to be met by the State, for the further improvement of this road which has already been partially improved with a sand-clay surface under a district bond issue of \$50,000.00.

*Lafayette*—The automobile license fund apportioned to Lafayette County, met by a much larger amount of county funds, has been applied to the improvement of Road No. 8, between Mayo and the Taylor County line on that section of the road from Mayo leading toward Perry. The State, through the State Road Department, expects to assist more substantially in the improvement of this road after the gaps in Road No. 1, and Road No. 2, have been provided for. The section of the road already improved in this County has a sand-clay surface 16 feet in width.

*Lake*—The automobile license fund apportioned to Lake County is being applied to the improvement of Road No. 2, across Lake County and also on the road from Leesburg to Mt. Dora, via Tavares. The State has also made an apportionment of funds towards the cost of elimination of the grade crossing of the A. C. L. R. R., in Mt. Dora.

*Lee*—The automobile license fund apportioned to Lee County will be applied to assist in the improvement of Road No. 2, in this county, between the town of Buckingham and Fort Myers, the county seat, and the pres-

ent terminus of Road No. 2, as officially designated by the State Road Department. The county is expending the funds derived from a district bond issue for the improvement of this road for the entire distance from Fort Myers to the DeSoto County line near Olga.

*Leon*—The proceeds of a county bond issue of \$200,000.00 for road improvement, voted in 1915, was expended in 1916-17, of which approximately one-half was applied to Road No. 1, between Tallahassee and the Jefferson County line, on the east and between Tallahassee and the Ocklocknee River bridge, on the west. However, a gap of approximately four miles was left between Capita and the Jefferson County line near Lloyd, which has been improved with the expenditures of \$5,800.00 of county funds and \$2,000.00 of funds apportioned by the State. Road No. 1, for the entire distance across Leon County is being maintained with the automobile license funds apportioned this county, the maintenance being under the supervision of the State Road Department. All of the improved roads in Leon County are surfaced with sand-clay with the exception of approximately four miles of lime rock macadam on the Tallahassee-St. Marks road.

*Levy*—The automobile license fund apportioned to Levy County, supplemented by county funds, will be applied to the improvement of the road from Archer to Romeo via Williston. This road will be surfaced for the present with plain macadam constructed of local rock.

*Liberty*—One unit of the State Convict Road Force has been placed on the Bristol-Hosford road. This convict unit is fully maintained by the State, while the teams, tools, etc., used in the construction work, are furnished and maintained by the county. Under this arrangement the county is expected to meet not less than one-half the cost of the work.

*Madison*—A Federal aid project has been provided by the State, said project covering approximately six miles



on Road No. 1, between the Jefferson County line at the Aucilla River and the town of Greenville. This project calls for a sand-clay surface 20 feet in width.

*Manatee*—Several district bond issues have been voted in Manatee County for road improvement and a large portion of the money derived from the bonds is being, or will be, expended on Road No. 12. Ten Thousand Dollars has been expended for the improvement of the section of that road situated between the Hillsborough County line, near Willow, and the town of Parrish, with the understanding that the State will contribute financially towards the cost of the improvement and assume the supervision of same. ✓

*Marion*—Two miles of Road No. 2, near Reddick, in Marion County, are being surfaced with macadam constructed of local stone. The automobile license fund apportioned to Marion County, met by an equal amount of county funds, is being used on this work. Provision has been made for the further improvement of Road No. 2, in this county, with Federal aid funds, the sum of \$25,000.00 having been set aside for that purpose.

*Monroe*—The automobile license fund apportioned to Monroe County is being applied to the cost of construction of a bridge between Key West and Stock Island.

*Nassau*—One unit of the State Convict Road Force was placed on Road No. 4, in Nassau County, early in March, 1918, and has been employed in constructing a sand-clay road and several bridges between the Duval County line and the town of Hilliard, one-half the cost of the work being borne by the county. Provision has also been made by the State for the improvement of Road No. 1, across the southwestern corner of the county via Mattox.

*Okaloosa*—The first Federal aid project in the State of Florida, known official as Florida Project No. 1, embraces that section of Road No. 1, in Okaloosa County,

between the town of Milligan and the Santa Rosa County line, about 10.3 miles in length. One unit of the State Convict Road Force was employed on this work, the contractor paying for the labor of the State prisoners forming the unit at the rate of 17½ cents per hour, and the money thus earned being apportioned toward the support of the other State Convict Road Force units, or camps. The County also contributed \$10,000.00 toward the cost of this work from the proceeds of two district bond issues. The County has also improved the section of road between Milligan and Crestview independently of State assistance. All of the improved roads in this county are surfaced with sand-clay.

*Orange*—The automobile license fund apportioned to Orange County has been applied to the cost of construction of crushed rock shoulders on Road No. 2, between Orlando and the Osceola County line. Provision has been made by the State, through the State Road Department for the improvement in the gap in Road No. 2, between Plymouth and the Lake County line near Mt. Dora.

*Osceola*—The paving with brick of the section of Road No. 2, between Kissimmee and the Polk County line near Loughman is now underway. A part of this work is a Federal aid project, the county contributing about 80% of the total cost of the work. The St. Cloud-Melbourne road is also being paved with asphaltic concrete. This work is being done under the direct supervision of the State Road Department and the State will also contribute towards the cost of the work to a limited extent.

*Okeechobee*—The automobile license fund apportioned to Okeechobee County will be applied to the improvement of Road No. 7, between Okeechobee City and the DeSoto County line at the Kissimmee River.

*Palm Beach*—The automobile license fund apportioned to Palm Beach County has been applied to the





Convict Labor Loading Clay for Surfacing Sand-clay Road.



Convict Labor Excavating for Road-bed.

between the town of Milligan and the Santa Rosa County line, about 10.3 miles in length. One unit of the State Convict Road Force was employed on this work, the contractor paying for the labor of the State prisoners forming the unit at the rate of  $17\frac{1}{2}$  cents per hour, and the money thus earned being apportioned toward the support of the other State Convict Road Force units, or camps. The County also contributed \$10,000.00 toward the cost of this work from the proceeds of two district bond issues. The County has also improved the section of road between Milligan and Crestview independently of State assistance. All of the improved roads in this county are surfaced with sand-clay.

*Orange*—The automobile license fund apportioned to Orange County has been applied to the cost of construction of crushed rock shoulders on Road No. 2, between Orlando and the Osceola County line. Provision has been made by the State, through the State Road Department for the improvement in the gap in Road No. 2, between Plymouth and the Lake County line near Mt. Dora.

*Osceola*—The paving with brick of the section of Road No. 2, between Kissimmee and the Polk County line near Loughman is now underway. A part of this work is a Federal aid project, the county contributing about 80% of the total cost of the work. The St. Cloud-Melbourne road is also being paved with asphaltic concrete. This work is being done under the direct supervision of the State Road Department and the State will also contribute towards the cost of the work to a limited extent.

*Okeechobee*—The automobile license fund apportioned to Okeechobee County will be applied to the improvement of Road No. 7, between Okeechobee City and the DeSoto County line at the Kissimmee River.

*Palm Beach*—The automobile license fund apportioned to Palm Beach County has been applied to the



Along the Tamiami Trail in Dade County.



Rock from Drainage Canal used for Road-bed on Tamiami Trail.



U. S. Army Motor Truck Train on Road No. 1.



U. S. Motor Truck being pulled out of Sand-bed on Road No. 1.



Shell Mound—Excavating Material.



Victory Girl Operating Road Drag During Absence of Her Soldier Brother.

maintenance of the East Coast highway in this county. The greater portion of the cost of this work is being borne by the county.

*Pasco*—The macadam surfaced road in Pasco County between New Port Richey and the Pinellas County line is being reconstructed and the automobile license fund apportioned the county is being applied to the cost of work. This road will later be given a bituminous surface treatment.

*Pinellas*—The automobile license fund apportioned to Pinellas County is being applied to the construction of shell shoulders along Road No. 5, between Tarpon Springs and St. Petersburg.

*Polk*—The automobile license fund apportioned to Polk County is being applied to the cost of construction of a sand-clay road between Frostproof and the DeSto County line. This section of road, when completed, will provide an outlet for the south-central portion of the State.

*Putnam*—A district bond issue of \$160,000.00 for road improvement has been voted and the proceeds are to be applied to Road No. 3, between San Mateo and the Volusia County line near Crescent City. This section of road will be surfaced with asphaltic concrete or some similar material. The State will contribute to the cost of the work and have supervision of same through the State Road Department.

*St. Johns*—The automobile license fund apportioned to St. Johns County has been applied to the construction of crushed rock shoulders along the brick paved road between the Duval County line and St. Augustine. (Road No. 4).

*St. Lucie*—The automobile license fund apportioned to St. Lucie County has been used for the application of a new surface treatment to the East Coast highway for a distance of six miles near Fort Pierce, and also for resur-

facing with crushed rock a portion of the same road north of Fort Pierce. In both instances this fund was used in connection with county money.

*Santa Rosa*—The Blackwater River bridge at Milton, the county seat of Santa Rosa County, will be presented as a Federal aid project. The old bridge at this place was washed out during the fall of 1917. The automobile license fund apportioned to this county will be used toward the cost of improvement of a section of road west of Milton.

*Seminole*—Pending a settlement between the County and Contractors for brick paving, laid under the original bond issues of this county, no new work has been planned for Seminole County. At the request of the Board of County Commissioners the automobile license fund apportioned to Seminole County will be held pending this settlement.

*Sumter*—The automobile license fund apportioned Sumter County will be used in connection with County funds for the improvement of a section of road between Sumterville and Bushnell.

*Suwannee*—The State has provided \$15,000.00, to be met by county funds, for the improvement of a section of Road No. 1, between the Suwannee River and Live Oak. A part of the work will be done with an apportionment of Federal aid funds.

*Taylor*—One unit of the State Convict Road Force was furnished to Taylor County to be worked in the rock pit from which material was taken for the asphalt macadam roads built with the proceeds of a county bond issue of \$600,000.00. This unit was furnished with the understanding that the County was to pay all the cost of maintaining the Convict unit under the supervision of the State Road Department while located in the county and also upon condition that a sum equal to twice the net value of the convict labor would be expended by the

county, under State supervision, on the Taylor County section of Road No. 8, between Perry and the Lafayette County line. The automobile license fund apportioned to Taylor County will also be expended on this same section of Road No. 8.

*Volusia*—A district bond issue of \$195,000.00 has been voted to improve the section of Road No. 3, in Volusia County, between the Putnam County line and DeLeon Springs. The State will contribute toward the cost of this work and it will be done under the supervision of the State Road Department. The automobile license fund apportioned to Volusia County for 1918 will be used in repairing the above section of road and also in repairing a part of the East Coast highway in Volusia County.

*Wakulla*—The State will assist in the construction of an earth road in this county between Crawfordville, the county seat, and the Leon County line.

*Walton*—The automobile license fund apportioned to Walton County is being applied to the maintenance of Road No. 1, (the Pensacola-Jacksonville road) in this county.

*Washington*—The State will assist in the improvement of Road No. 1, between the Choctawhatchee River and the Holmes County line, a section of road approximately three miles in length. The automobile license fund apportioned to Washington County is being applied to the maintenance of Road No. 1, between the Jackson County line near Aycock and the Holmes County line east of Bonifay.



## NO REPORTS FROM COUNTIES.

The Legislature of 1917 amended the Act creating the State Road Department to such extent that the quarterly reports formerly required from counties, as to road work and moneys expended upon same, are no longer required to be submitted to this Department, consequently these reports, which would have embraced a period of only six months, of the two years covered by this report of the State Road Department, are omitted.

## APPENDIX.

**LEGISLATIVE RECOMMENDATIONS.**

Tallahassee, Fla., January 25, 1919.

Hon. Sidney J. Catts,  
Governor of Florida,  
Tallahassee, Florida.

Sir:

The Act of the Legislature creating the State Road Department contains the following provision, relative to submitting to Your Excellency recommendations for changes in the law and the enactment of new legislation which may better enable this Department to fulfill the purpose for which it was created and develop the highway system of the State with greater efficiency and economy, viz.:

"The Department shall report to the Governor not later than sixty days before the meeting of the Legislature such changes in the law as they find expedient to secure the best results in road construction and repair work."

During the two years that have passed since the last recommendations of this Department were submitted to Your Excellency the members of the Department have given close attention to the road problems of Florida. As a result of a thorough investigation and after due consideration, the Department respectfully submits the following recommendations covering urgent legislation needed at the present time and trusts that the same may meet with your approval and be incorporated in Your Excellency's recommendations to the Legislature of 1919:

*First*—The passage of an Act placing at the disposal of the State Road Department all able bodied convicts to be worked upon the roads of the State for the reason

that many times the amount of the present lease price of the convicts of the State is being paid out for road building, and the profits on such labor would be preserved to the tax payers of the State.

*Second*—An amendment to the law regulating traffic on the roads of the State in order to meet present traffic conditions and protect the improved roads from damage by unusually destructive and unwarranted traffic.

*Third*—An amendment to the Constitution of the State providing for the issuance of State bonds to meet the State's apportionment of Federal aid funds for roads and to finance the road building of the State.

Respectfully submitted,

ED SCOTT,

Chairman, State Road Department.

## SURFACED ROADS.

Total Mileage by Counties, September 30, 1918, as Compiled  
from County Sources.

COUNTY.	Brick	Concrete	Asphaltic Concrete or Sheet Asphalt	Penetration or Surfaced-treat ed Macadam	Plain Macadam	Shell	Marl or Sand-Clay	Total
Alachua .....					24		33	57
Baker .....							3	3
Bay .....							17	17
Bradford .....							15	15
Brevard .....				5		86		91
Broward .....				25	112			137
Calhoun .....							32	32
Citrus .....				58			35	93
Clay .....			14				18	32
Columbia .....							12	12
Dade .....				75	235			310
DeSoto .....	12		29			10	95	146
Duval .....	80	6		2	4	114	10	216
Escambia .....							154	154
Flagler .....	18							18
Franklin .....						11		11
Gadsden .....							92	92
Hamilton .....							3	3
Hernando .....					25		42	67
Hillsborough ..	63					70	15	148
Holmes .....							47	47
Jackson .....							752	752
Jefferson .....							75	75
Lafayette .....							3	3
Lake .....			32				120	152
Lee .....						54	40	94
Leon .....					4		120	124
Levy .....					14		28	42
Liberty .....							10	10
Madison .....							43	43
Manatee .....			44			42		86
Marion .....					75		30	105
Monroe .....					4			4
Nassau .....						31	10	41
Okaloosa .....							20	20
Okeechobee .....							5	5
Orange .....	56						25	81
Osceola .....	24		9					33
Palm Beach .....				136	44	28	20	228
Pasco .....				16	10		43	69

## SURFACED ROADS—(Continued)

COUNTY.	Brick	Concrete	Asphaltic Concrete or Sheet Asphalt	Penetration or Surfaced-treat ed Macadam	Plain Macadam	Shell	Marl or Sand-Clay	Total
Pinellas .....	80	.....	.....	.....	34	12	.....	126
Polk .....	.....	.....	287	.....	.....	.....	.....	287
Putnam .....	16	.....	11	.....	.....	21	15	63
St. Johns .....	46	.....	.....	.....	.....	.....	.....	46
St. Lucie .....	.....	.....	.....	21	.....	35	9	65
Santa Rosa .....	.....	.....	.....	.....	.....	.....	14	14
Seminole .....	40	.....	.....	.....	.....	.....	10	50
Sumter .....	.....	.....	.....	.....	.....	.....	28	28
Suwannee .....	.....	.....	.....	.....	.....	.....	33	33
Taylor .....	.....	.....	.....	38	.....	.....	18	56
Volusia .....	28	2	18	.....	4	85	.....	137
Wakulla .....	.....	.....	.....	.....	6	.....	.....	6
Walton .....	.....	.....	.....	.....	.....	.....	112	112
Washington .....	.....	.....	.....	.....	.....	.....	30	30
Totals .....	463	8	444	376	595	599	2236	4721





Scene Showing Live Oak Forest.

